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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

March 22nd—28th, 1984
Volume 19, Number 12

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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 19, Number 12 March 22nd, 1984

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ABOUT THE COVER:

The final draft of the Bluefish Management Plan awaits only the signature of Secretary of Commerce Malcolm Baldridge, to insure that the bluefish remains primarily a recreational species. The plan affords key protection from commercial exploitation of this valuable sport fish. Your letters can help. The Fisherman's comments to Secretary Baldridge are expressed on page 4.

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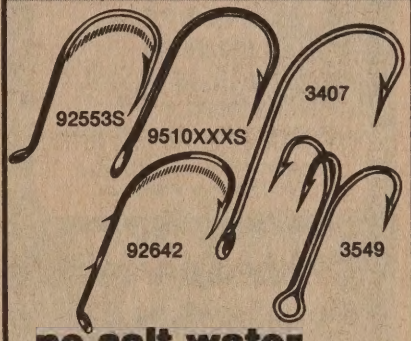

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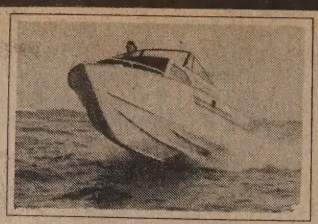

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EDITORIAL

COMMENTS TO SECRETARY OF COMMERCE ON BLUEFISH PLAN

March 1, 1984

Secretary Malcolm Baldridge
Department of Commerce
National Oceanic & Atmospheric Administration
National Marine Fisheries Service
Washington, D.C. 20230

Dear Mr. Baldridge:

Shortly you will receivng a Final Management Plan for bluefish, *Pomatomus saltatrix*, from the Mid-Atlantic Fishery Management Council.

As a marine biologist, I would like to urge you to approve the plan and, on behalf of *The Long Island Fisherman* and its 100,000 weekly readers in the New York Metropolitan Area, explain our position of support.

Although there has been some evidence of opposition to the plan from the South Atlantic Council and general apathy from the New England Council, interest in the development and approval of the plan has been, and is keen in the states under jurisdiction of the Mid-Atlantic Council. The reasons for these differing views are easy to explain. In South Atlantic states, recreational fishermen have the opportunity to pursue over a dozen inshore game fish, from cobia to weakfish, snook to tarpon, and red drum to bluefish. Traditionally, bluefish have been low on the list of favored species among anglers in the South Atlantic due to the availability of larger and more glamorous game fish species.

In New England, bluefish have not been consistent and widespread visitors; only Massachusetts' Cape Cod benefits from regular runs of bluefish. Then, too, New England fishermen are preoccupied with striped bass, halibut, cod, pollock, salmon, and other game fish that are available in inshore waters. The general apathy towards bluefish thus becomes readily apparent.

Quite a different picture emerges along Mid-Atlantic states. Effectively, we have only three inshore game fish: striped bass, weakfish and bluefish. As you know, striped bass stocks have been in precipitous decline since the early 1970s and current management strategies for striped bass are not likely to result in larger stocks for at least a decade. There are so few bass available today that in many places and at most times of the year a directed recreational effort for striped bass is impossible.

Weakfish, a fish that cycles from abundance to scarcity during a 30 to 40 year period, is also declining after a short-lived period of abundance about 10 years ago. Last year most recreational fishermen in most mid-Atlantic areas reported catching few, if any, weakfish throughout the length of the fishing season. In fact, the overall quality of inshore game fishing (the majority of anglers fish in one of several inshore modes—surf, pier, rowboat, party boat, etc.) was very poor from May until mid-September. The improvement in mid-September was a result of large-scale migration into Mid-Atlantic waters of bluefish. We, thus, have become very dependent upon bluefish for the vitality of our recreational fishing.

Further, it is clear from testimony at the bluefish public hearings that the recreational industry, as well as individual anglers, are dependent upon bluefish for financial stability. Party boat and charter boat captains, along with bait and tackle shop owners and local manufacturers made the point that their businesses operated marginally or in deficit until bluefish arrived each year. Without bluefish, the recreational industry's contribution to the economy of New York State, for example, would fall far below the current level which is in excess of $125,000,000 per year.

In the mid and late 1970s, *The Long Island Fisherman* conducted two separate reader surveys. In each survey we included questions about preferred species and each time bluefish was the most preferred and sought after species by a wide margin, surpassing even popular bottom species such as winter flounder and fluke. The importance of bluefish to marine recreational fishermen and the recreational fishing industry in our region cannot be emphasized strongly enough.

Bluefish have traditionally been a recreational species and it is important to establish a management plan for the species *now*, while stocks are abundant and there is no crisis. History has taught us that management is much more difficult when stocks are depressed. Clearly, we should strive to avoid crisis management. The Final Management Plan for bluefish is significant in establishing the precedent for management of the species while large stocks minimize competition among user groups. Striped bass management attemp-

ted under the gun of crisis, was very difficult to develop because users were more concerned with apportioning the dwindling resource than with management and conservation. Management of bluefish now affords the opportunity to avoid delays, bitter social conflict, and the polarization of concerned individuals and organizations, to say nothing of precluding placing legislators and fisheries managers between a rock and a hard place in the years to come.

The provisions of the plan are neither stringent nor meaningless. Rather, the plan establishes bluefish as a traditional recreational species with modest commercial harvest. The plan will prevent the commercial exploitation of bluefish stocks in the EEZ via the use of emerging high tech equipment and harvest methods. However, the plan does allow for reasonable growth of the commercial catch. It may take five to ten years for the commercial catch to reach this level, and during that time fisheries scientists, through the permit and log system, as well as a cooperative recreational data gathering system with NMFS, will be able to evaluate recruitment and mortality more accurately so as to define more specifically the parameters of management. In addition, the plan recognizes the contribution made to commercial landings by hook and line fishermen who sell their catch.

Traditionally bluefish fetch very low prices for commercial fishermen, yet their arrival stimulates hundreds of millions, perhaps billions, of dollars of economic activity in the recreational industry. Proper use of the resource should preclude large harvests for export where the species will return only pennies per pound compared to a domestic turnover of billions and the generation of tens of thousands of jobs for Americans.

Bluefish are a pelagic species that spend some time in coastal waters. They winter in the EEZ and they spawn there as well. Thus, the species is appropriately managed under provisions of the Magnuson Fisheries Conservation Act. The states, too, will have to gradually adopt management plans for the species, and the data gathered under provisions of the Federal Plan will help the states immensely to develop even-handed and effective plans. Indeed, some states have already passed into law legislation that, in one form or another, begins the task of bluefish management.

The value of bluefish to the recreational fishing industry in the Mid-Atlantic region cannot be emphasized strongly enough and neither can the value of the plan as a model for non-crisis management of a finfish resource of the EEZ. Large turnouts at public hearings in the Mid-Atlantic states bears testimony to the conviction of recreational anglers to have a bluefish management plan. Indeed, in several cases, even large meeting halls could not contain the crowds that attended. Public testimony on record also indicates both the intensity and volume of support for the plan as well as a consistency of purpose.

We urge you most strongly to approve the bluefish management plan. Thank you for your interest.

Sincerely,

William A. Muller

Managing Editor

Send your written comments to: Secretary Malcolm Baldridge, Dept. of Commerce, National Oceanic & Atmospheric Administration, National Marine Fisheries Service, Washington, D.C. 20230.

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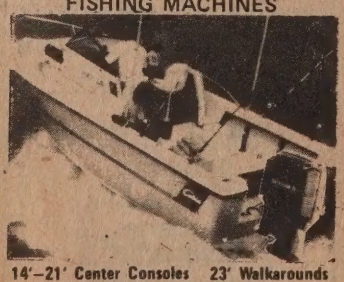

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NEW GROUP WORKING TO PROTECT BARRIER BEACH

On March 24th, a group consisting of waterfront property owners, mobile fishermen, and concerned people of our coastal zone will hold a work project in the Cedar Beach/Gilgo area. The purpose is to erect snow fencing to prevent illegal passage through the dunes. This project represents a good way for mobile sport fishermen to show their concern for the beaches which make up a vital part of our sport.

Those wishing to participate should meet at the Captree Cafeteria at 8AM. Latecomers can proceed directly to the Cedar Beach Overlook parking lot where the project will begin at 9AM. Rain date: March 25th.

EIGHT-YEAR-OLD WINS TOP AWARD IN ICE FISHING TOURNEY AT ELDRED

Joseph Patti, 8-years-old, of North Brunswick, N.J., won first place during the final week of the annual ice fishing tournament at Eldred Preserve, here in the Catskills. He hooked two rainbow trout which weighed a total of five pounds, eight ounces and had a combined length of 35 inches. His reward is a weekend for two at Eldred's Motel and restaurant.

Second place in the final week was Arthur A. Lindefield, Pound Ridge, N.Y., whose two trout weighed 5 lbs. 3 oz., and had a combined length of 34½ inches.

In third place the final week was Jason Hayward, Peekskill, N.Y. His two trout weighed a total of five pound even, with a combined length of 33¼ inches.

Weekly winners won gift certificates for fishing gear at Eldred's tackle shop.

WLIW/21 LANDS FISHING, OUTDOORS SERIES FOR SPRING "HOW-TO" PROGRAM LINE-UP

Sportsmen and nature lovers can pursue the invigorating activities of THE GREAT OUTDOORS (6PM) and pick up some timely tips on ROD AND REEL (6:30PM) when the two new additions to the WLIW/Channel 21 "how-to hour" line-up premiere Monday, April 16th.

Hosted by veteran sportsman and writer Jim Tabor, the 13-part "Great Outdoors" series introduces viewers to the pleasures of outdoor activities—hiking, camping, canoeing, climbing, windsurfing and more—and precautions to take for their full enjoyment. Guest experts join Tabor as the series crisscrosses the country exploring remarkable places and events in the American outdoors. Packaged in a lively magazine format, segments include Getting Started, Taking Care, In Gear and High Adventure.

ROD AND REEL is a 15-part series on fish, fishing, tackle and technique. Hosted by Bill Saiff, Jr., the series travels to New Brunswick, Quebec; New Bedford, Mass.; Montauk, Long Island; Lake Ontario and the St. Lawrence in quest of trout, salmon, pike and the elusive muskie. Episodes provide helpful tips on lures, places to fish and how to prepare the catch for the table. The series also features guest fishermen and explores what's new in fishing gear.

N.J. BEACH BUGGY ASSOC. ELIMINATES STRIPERS FROM ANNUAL CONTEST

At the New Jersey Beach Buggy Association Annual Meeting, the membership overwhelmingly voted not to accept any affidavits for striped bass in their fishing contest. This unprecedented conversation act was prompted by reports from Maryland State Biologists, a preliminary report from the Chafee Commission, and the urging of Robert Lick, member of the New Jersey Marine Fisheries Council Commision.

It was hoped that this catch and release program would stimulate other clubs and associations to follow suit to further protect the dwindling resource.

IMPORTANT NOTICE TO TOWN OF BABYLON BEACH VEHICLE USERS

Any town resident planning on acquiring a Beach Vehicle Permit is now required to attend a special one-hour presentation involving beach driving, ecology and rules and regulations. The last two opportunities to attend are scheduled for Saturday, March 24th at 2PM and Friday, March 30th at 7:30PM. They are held in the Town Board Room of Babylon Town Hall.

For more information, call 957-3153.

VETERANS NEED TACKLE

The Northport Veterans Hospital needs some bottom-fishing tackle. The Division of Handicapped and Therapeutic Services has set up some fishing trips for up to 50 Vets at a time. They have transportation and facilities all arranged, but are woefully short on fishing tackle. And so if you have an old rod and/or reel that you do not use much, we have a great home for it! These Vets, who have already given so much, can get some real enjoyment out of a little fishing time. Condition of such rod and/or reels is not important, since we have some experts who have volunteered to re-work same.

The Rev. Chester Shew, of the Copiague Union Bible Church, Scudder Avenue, Copiague, or Stan Lake will be happy to accept such tackle and will be glad to pick any

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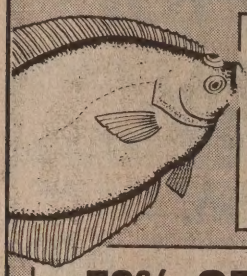

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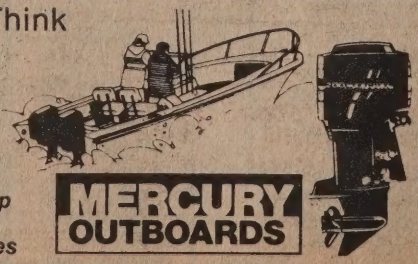

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equipment up. The local representative for this project is Pastor Gene Heacock from the Bridgehampton United Methodist Church. Pastor Heacock will be glad to pick up any donations for this cause.

Rev. Shew may be reached at (516) 842-7303 or 9086. Stan Lake may be reached at (516) 264-3216. Rev. Heacock may be reached at (516) 537-0753.

Fishermen, please stretch things a bit if necessary to help some of these wheelchair pilots get out into that great salt air.

SALT WATER ANGLERS OF BERGEN COUNTY PRESENT INFORMATIONAL MEETING

Thank God, spring is about to arrive and we can catch some of those great tasting flounder. To get you mentally and even psychologically prepared for your first flounder fishing trip for 1984, the Salt Water Anglers of Bergen County are pleased to have one of their members, the renowned Mr. George Horton, present his "how to" methods in catching those tasty fish. This informative meeting will take place at 8PM on March 27, 1984 at the American Legion Post #170 at 33 West Passaic Street, Rochelle Park, New Jersey. Additionally, a purchase of $1 minimum toward a raffle of valuable fishing gear will entitle the buyer to a free hand-tied flounder rig by Mr. George Horton. You can't go wrong! This meeting is open to the public and children are certainly more than welcome.

Anyone requiring more information on this meeting on the Salt Water Anglers of Bergen County can call President John Toth at 201-569-3218.

ATLANTIS ANGLERS ANNOUNCE WINNERS AND NEW SLATE

The Atlantis Anglers recently held their annual Awards Dinner at the Salty Bay Yacht Club in Freeport, N.Y. The following members won trophies for catching the biggest fish for 1983:

Flounder—Mark Kaufman, John Pleickhardt, Tim Caracciolo.

Fluke—Dave Goodman, Mark Kaufman.

Weakfish—Bill Singer, Dave Goodman.

Bonito—Carmine Farese

Mako shark—Mark Kaufman

Bluefish—Ron Dierlam, Howard Sternberg, Rita Caracciolo

Blackfish—Carmine Farese

Tuna—Mark Kaufman

Cod—John Oppenheimer

Fisherman of the year was Mark Kaufman; with runners-up John Oppenheimer, Howard Sternberg.

We also elected new officers for the coming year 1984. Congratulations to the new officers who are as follows:

President: Allan Zaretsky; Vice President: Hal Eisenbaum; Recording Secretary: Ed Vocel; Corresponding Secretary: Tony Calendrillo; Treasurer: Neil Rose; Fishing Committee: Ashley Fulton, III; Entertainment:

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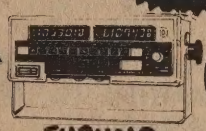

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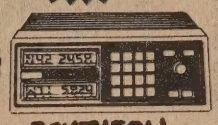

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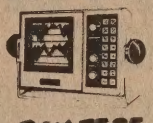

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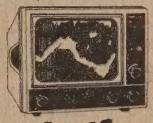

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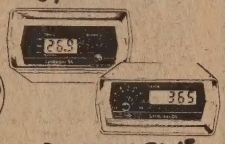

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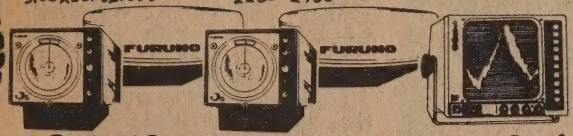

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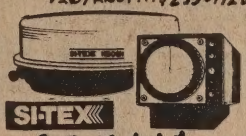

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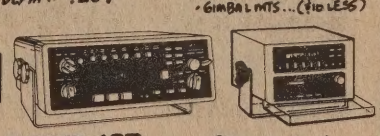

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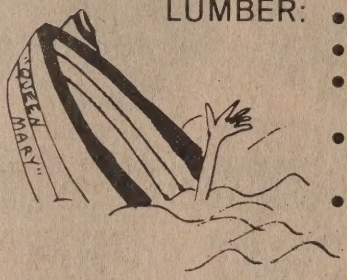

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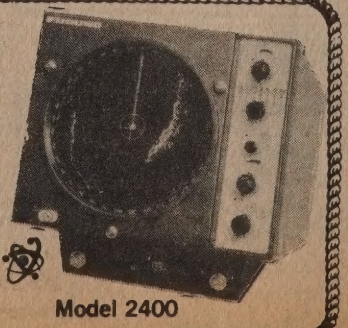

Model 2400

Blanche Goodman; Public Relations Chairman: Henry Silverman; and Membership Chairman: Joseph Santangelo.

AMITY HARBOR FISHING CLUB ANNOUNCES NEW SLATE

The Amity Harbor Fishing Club recently held elections, and the results were as follows: President—Ritchie Stahfest; Vice-President—Pete Rabczewski; Treasurer—Ed Scanlan and Secretary—Bob Schavel.

At the last meeting, trophies and awards were given out, with some of the highlights being: Fisherman of the Year—Dick Latinski; Fisherwoman of the Year—Diane Miller and Junior Fisherman of the Year—Bret Mellish.

Two outstanding catches of the year included a 913 lb. bluefin tuna for Dick Latinski and a new IGFA record of a 32 lb. pollock caught on 16 lb. test line by Diane Miller.

Amity Harbor Fishing Club members tagged 116 fish in 1983, and tagging trophies were awarded as follows: Most Tagging Points to Joe Bang; and Most Tag Returns to Ritchie Stahfest.

The Amity Harbor Fishing Club will be holding its Annual Bluefish Tournament, the Chopper Roundup, on July 14th. Any fishing families that may be interested in joining the Amity Harbor Fishing Club can call Ritchie Stahfest, at 842-6606.

MID-SUFFOLK ANGLERS SEEKS NEW MEMBERS

Mid-Suffolk Anglers Club, located in Patchogue-Holbrook, are seeking new members. Charter and open boat trips are our specialty.

Interested anglers send name and telephone number to P.O. Box 127, Holbrook, New York 11741.

HUDSON ANGLERS SHARK TOURNEY SET FOR JUNE 16

The Hudson Anglers is sponsoring its 12th annual Shark Tournament. Hudson Anglers is a non-profit organization, not only dedicated to promoting rod and reel angling, good sportsmanship and fair competition, but also to assist marine science by providing specimens for research and laboratory study and by the Tag-Release program.

The tournament is open to all clubs and individuals who register with the Hudson Anglers at the Hudson Point Fishing Station. The entry fee of $125 includes two (2) portions of chum or bait, dockage, and the challenge of fishing for over $5000 worth of prizes.

A captain's meeting on June 15 must be attended by either the captain or a member of the ship's crew. The contest is limited to any species of shark over 75 pounds. The deadline for weigh-in is 6:30PM at the Town of Hempstead (Guy Lombardo) Marina, Freeport.

For those not fishing, all are welcome to attend the weigh-in, participate in the refreshments and fun, and take home shark steaks, free

for the asking for as long as they last.

For further information on rules, dockage registration, prizes, and applications, call Ronnie (Bunzy) Bauer, at Hudson Point Fishing Station, (516) 867-9608 or (516) 378-1557.

FREEPORT FISHING FESTIVAL SLATED FOR AUGUST 4TH

The 10th Annual Freeport Fishing Festival will be held August 4, 1984 at Guy Lombaro Marina, Freeport, New York.

Prizes will be awarded in four categories: shark, tuna, billfish and bluefish. For more information, contact: Bob Lederer c/o Tournament Committee, P.O. Box 5, Freeport, New York 11520; (212) 327-9598 Days; and (516) 536-0525 Eves.

LOU ROSADO TO SPEAK AT ATLANTIS ANGLERS MEETING

The next meeting of the Atlantis Anglers will have as its guest speaker Lou Rosado of Edelman's. He will talk and also give a slide presentation on "Flounder and Fluke Fishing in Our Own Back Yard." He will give us his experience and expertise on the novice and pro-level with the why's, how's, whens and where's on catching these fish.

For the start of an exciting Atlantis Anglers fishing season be one of us and enjoy, at the Salty Bay Yacht Club in Freeport, L.I., on March 27th, at 8PM.

Prospective new members are welcome. For more information, contact Joe Santangelo at 516-796-2829.

At our April 24th meeting, we will have as our guest speaker, George Combs on weakfishing.

BABYLON CLUB HONORS LAST YEAR'S CONTEST WINNERS

The Babylon Tuna Club held their annual awards dinner on February 25th to recognize those anglers catching the largest fish. The outstanding catches from local waters were:

True albacore of 47 lbs. by Dick Orlandi; false albacore, 14.6 lbs. by Phil Bruckner; bluefish of 18.14 lbs. by George Huggler; blackfish of 8 lbs. by Willie Purves; codfish of 55.8 lbs. by Richy Hipp; dolphin of 8 lbs. by Marty Ferris; swordfish of 54 lbs. by Phil Scherer; bonito of 11.14 lbs. by Lou Sauer; flounder of 2.12 lbs. by Jack Uhland; fluke of 9.8 lbs. by Bruck Romanitch; white marlin, 114 lbs. by Ron Bruckner; mako of 260 lbs. by Ed Aiello; shark of 1047 lbs. by Bob Jessen; striped bass of 33.10 lbs. by Don Ubanski; yellowfin tuna of 223 lbs. by John Hargraves; tuna chummed of 88 lbs. by Eddie Orlandi; bigeye tuna of 217 lbs. by Joe Carione; weakfish of 13.11 lbs. by Lou Clementz; pollock of 17 lbs. by George Ash and a blue marlin of 113 lbs. by Fred Kamerer.

Tagging awards for most inshore releases went to Janet Bruckner and Bob Otto, and for offshore—Phil Fraccalvieri. The Life Saving Award was presented to Ray Seagren.

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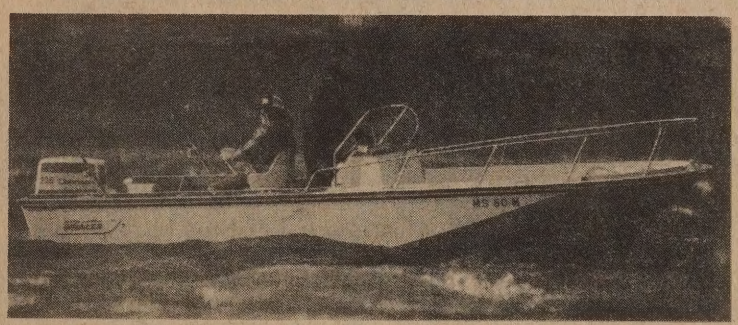

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BOOZE & BOATING —A RISKY MIX—

MRI Bulletin

"Once the anchor was down, the sails furled and the boat shipshape, you could break out the bottle—and not before," a yachtsman now in his seventies recalls. "That was the rule aboard my boat."

Says another longtime sailor: "A beer with lunch, okay. But no hard stuff till the hook is down."

Unfortunately, that rule has long been forgotten or perhaps never was learned by a great many of today's boat owners. And this deeply concerns the people committed to making boating a safer form of recreation. Spokesmen for both the U.S. Coast Guard and the National Boating Safety Advisory Council estimate that more than half of recreational boating's annual accidents and fatalities are alcohol-related.

And every year, as more new converts to boating embrace the notion that a drink or two is an essential part of the fun, the number of mishaps and deaths is expected to rise. Last year, in New England alone, 39 people were killed in 255 boating accidents.

A study the Coast Guard's Boating Safety Division undertook a few years ago demonstrates why drinking—even moderate drinking—and active boating do not mix well.

As John Bernhartsen, chief of boating safety education in the Division's Washington, D.C., headquarters, recalls, "In the early 70s, when the number of boat buyers was skyrocketing, we began to notice that a great many collisions took place under clear skies in the daytime, usually on a Saturday or Sunday afternoon."

"Since these accidents couldn't be blamed on weather, we wondered if fatigue and/or alcohol could be a factor. So we ran some tests with real people in real boats (around 18 feet) in real water. However, and importantly, our subjects were not required to make any judgments or decisions as a real skipper would be. They simply had to press a button as quickly as possible in response to a visual signal."

The subjects were tested when they were rested and sober; fatigued and sober; rested and drunk; and fatigued and drunk. Drunk was defined as having a blood-alcohol level of .10, the percentage applied to motorists when a breathalyzer test is given.

Built into the tests were a variety of external stresses that are common in the marine environment—sun, glare, noise, motion. "Basically," Bernhartsen says "we were trying to determine how well visual acuity and quickness of response hold up under all these conditions."

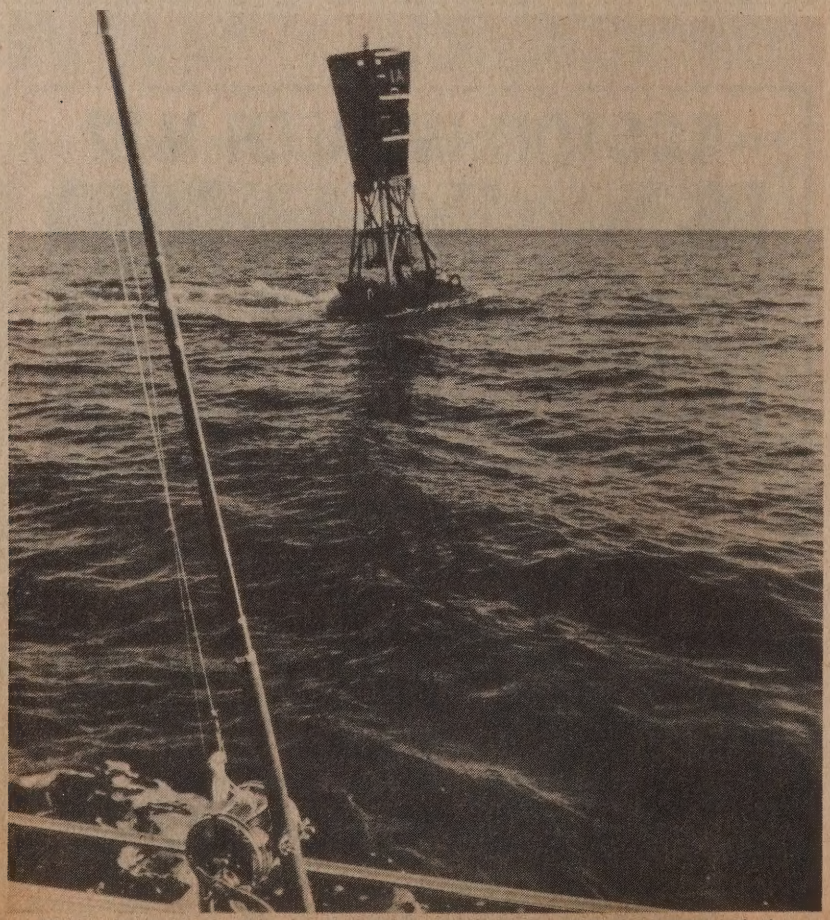
Not surprisingly, the tests showed that as the day wears on and fatigue sets in, a boat operator's peripheral vision declines, much as a motorist's does. He is slower to perceive anything that is not directly in front of him.

It was further found that someone who is sober but fatigued takes two seconds longer to respond to a visual stimulus than someone who is sober and rested, while a drunk but rested boat operator will take three or more seconds longer.

In a boat travelling about 30 mph, a sober but fatigued operator went about 70 feet further after being given a signal to stop than a sober and rested operator, while someone rested but legally drunk went about 100 feet further. Today, boats are often operated at speeds well over 30 mph and thus take correspondingly longer to bring to a stop.

While, regrettably, the Coast Guard study was never completed, due to lack of funding, just the tests described here are eloquent testimony to the fact that the combination of alcohol and fatigue can severely impair a person's ability to handle a boat.

LCDR William R. Ladd of the Coast Guard Boating Safety Division, cites some other reasons for not drinking at the tiller: alcohol not only adversely affects vision, coordination and balance but impairs judgment and



Stress factors such as sun, glare, noise and motion compound the dangers of mixing booze with boating.

increases the tendency to take risks. Research on hypothermia has also shown that by opening up the blood vessels close to the skin it hastens body heat loss and shortens survival time in cold water.

A. Newell Garden, Chairman of the National Boating Safety Advisory Council, illustrates some of these points with his description of the all-too common "open fly sydrome." "In a great many drownings, someone finds a fishing rod and an empty six-pack of beer in a drifting skiff. Floating nearby is the body of the owner, with his fly open. He stood up, unzipped, lost his balance and went overboard."

Even though statistics on alcohol-related accidents at sea are hard to come by, there is no doubt in the minds of people involved with marine safety that drunk boating is a problem it is time to tackle. In part this is due to the simple fact that every year there are more boats out there to get into trouble. Also, many experts believe, we are seeing a new generation of pleasure boaters for whom "partying" on the water has become as much a tradition as not breaking out the booze till the hook goes down was for an earlier generation. As a long-time sailor points out, "You have a lot more time to drink in a power boat, than you do when you're under sail."

How the probem can actually be addressed is another matter. There are no federal laws that prohibit a person from simultaneously operating a boat and drinking. What would cost a motor vehicle operator his license is perfectly legal in a boat. All the Coast Guard can do is terminate a particular outing on the basis of reckless operation and impose a fine.

However, individual states, spurred perhaps by the nationwide push to curtail drunk driving, are beginning to put some teeth in old, vague laws or enact new ones to specifically cover boating and alcohol.

A 1981 survey of vessel intoxication law nationwide carried out by the California Department of Boating and Waterways showed that 33 of the 43 states responding felt their laws were inadequte. While 42 made it unlawful to operate a vessel under the influence of alcohol, only seven had established a blood level of intoxication for boat operators. And only two states had an implied consent law requiring submission to a chemical test of blood-alcohol level if arrested for operating under the influence of intoxicants. Without these provisions, it is hard to get a conviction in court.

Since then, at least nine states have enacted a variety of legislation dealing with watercraft and alcohol. Maryland and New Jersey have passed new laws that conform with blood-alcohol levels used in their motor vehicle laws. According to Roy Rafter, superintendent of Maryland's Natural Resources Police, the bill passed through the General Assembly without opposition and with unsolicited support from several quarters, including Mothers Against Drunk Driving (MADD).

Arizona, meanwhile, has reduced the blood alcohol level of intoxication from .15 to .10 and added an implied consent provision; Louisiana has established a new crime known as Vehicular Negligent Injuring, and Michigan has enacted tough new sanctions against drunken power boat operators.

Enforcement, however, raises another set of problems. Arresting a drunken boat operator is a far more complicated and hazardous undertaking than pulling a motorist over to the side of the road. And, assuming the arrest is accomplished and a conviction later secured, what should the penalty be? There is no operator's license to revoke.

To launch the 1984 boating season, the National Boating Safety Advisory Council plans to make "Booze and Boating" the theme of Safe Boating Week in June.

"No one wants to take the pleasure out of pleasure boating," says Council chairman Newell Garden. "We just hope to make people aware that drinks and boats are a smarter combination at the dock than they are out on the water."

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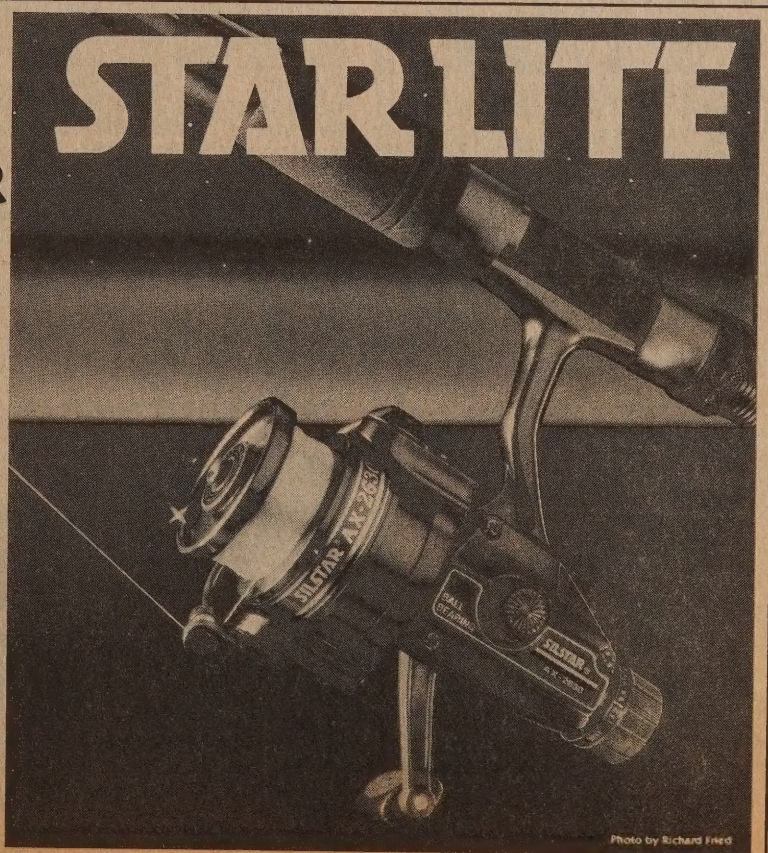

THE SPRING RUNNING

by Frank Woolner

As senior editor of SaltWater Sportsman, Frank Woolner is a respected author and angler as well as an acknowledged expert on the striper.

Striped bass fishermen of our north/central Atlantic Coast need no soothsayer to tell them that angling has been poor in recent years, yet there remains a touch of magic in first encounter as fresh-run migrants move out of winter quarters. Fortunately, bass are nearly as punctual in their arrivals as the famed swallows of Capistrano.

Obviously, the weasel-out word is "nearly," since there have been notable exceptions due to abnormal water temperatures or some other curve thrown by Mother Nature. It is, therefore, necessary to be a mite cagey and to say that **most of the time** migrating stripers maintain a fairly strict time-on-target date.

Confusion is, of course, subtly compounded by winter-over bass that remain in such places as New Jersey's Barnegat Bay; in New York's mighty Hudson; in Connecticut's murky Thames. If an angler is sufficiently gung-ho and immune to frostbite, he can take some of these residents during periods of late winter thaw. Sport won't be any ring-tailed blitz, yet it will be a grudging promise of better things to come.

Personally, I must admit to optimism and cannot believe striped bass is an endangered species. Certainly the species is now in short supply compared to the great years, yet history indicates that it has always been boom or bust with bass. Back at the turn of the century famous and expensive surf fishing clubs in Massachusetts and Rhode Island closed their doors **because there were no stripers!**

Nobody can pinpoint precise reasons for these periods of scarcity and abundance. The pollution of nursery areas and over-fishing have been blamed—and surely it is essential to clean up our waters, to control both commercial and sport harvests, and to establish a minimum keeper-length of 24 inches. Given a reasonable assist, Mother Nature should take care of the rest.

Striped bass return now, the remnants of a once-great horde finning out of a massive Chesapeake Bay nursery, the silver-sided legions responding to an imprinted biological timeclock. This is the season of spring running, often so precise that one may almost mark a calendar date at various points along the seaboard—and expect forerunners to be there.

Quite naturally, northern hold-over fish begin to feed more avidly as cold weather gets the chop—any time, say, after the thaws of late February. This won't be any ring-tailed blitz and most of the action will be enjoyed by dedicated enthusiasts working sheltered waters.

The "season" in our northern area, gets under way down around Barnegat and Cape May when the Jersey clam-trodders launch a first assault in March. While I am firmly convinced that first catches of early spring are winter-over linesides, a fair number are always taken in outside surf.

Logy and far from the swift marauders of late April and May, March bass are most often tempted with bottom baits and it is—in the jargon of the regular—a hard pick. Nonetheless, incurable romantics gather on winter-scoured beaches and damned near freeze to death while they exult over the capture of a few "fresh-run" trophies. What's that mean? I have yet to be convinced that anyone can gaze at a bass and accurately assess it as a just-arrived migrant.

Things change about April Fool's Day. About that time, and I'm guessing too, southern Jersey appears to play host to fresh-run stripers. The game is still a mighty slow pick and pinhookers aren't about to line their wallets with healthy green, but every day is a step forward. I have always entertained a feeling that the period April 20 to 25 is a good time to fiddle around southern Jersey, for by that time stripers are reasonably plentiful and seem increasingly willing to attack plugs and metal jigs as well as bloodworms on the bottom.

The first wave of migration moves steadily northward. That great angler, the late and fondly recalled Otto Reut, used to feel that he'd contact bass off

Sandy Hook about the 19th of April. (I remember the date, because that is the time we quaint New Englanders celebrate Patriot's Day. You know—Concord and the rude bridge that arched the flood and a shot hear 'round the world!)

Otto, a superb charter skipper, liked to use trolled seaworms at this time. He was a master with carefully trimmed pork rind, plugs, spoons, and all of the other tempters—but he held these killers in reserve until late spring and early summer.

By early May fish will be rushing bait at Montauk, but again, it will be no blitzkrieg and you will work for every strike. May evenings can be as cold as the Devil's icebox there and a whole man may be excused for welcoming a thawing-out hour after slipping and sliding over assorted boulders.

One time I went in there with Nim Marsh, then a new associate editor at Salt Water Sportsman and a crack surf caster. It was early May and it was cold, and it was one of things. Nim's brand new waders leaked, but he caught a ten pound striper. I caught nothing—and **that** rankled because I am as much a red-eyed egotist as any other regular on the striper coast.

As our blood congealed in the supposed warmth of an early May evening, I growled: "Let's get the hell out of here! I dunno about you, but I need a belt of good Scotch, followed by an inch-thick charcoal-broiled steak." Marsh didn't argue: after all, his pants were full of ice-cold water.

So we cranked up the buggy and repaired to the Shagwong Tavern. There were a half-dozen aboriginal stock car racing drivers in the place and we discussed everything from drafting to the way of a striper in the suds. These lads were competitors, and we were too—after a fashion.

In retrospect, it was a grand adventure—the cold sea and the diamond chips of stars above. There was one bass beached, plus another I failed to stick after a cartwheeling surface strike. First encounter! Nim was suddenly more than a youthful associate editor to me. At Salt Water Sportsman we count a man worthy only if he knows how to fish in marine waters. Long and long ago Hal Lyman and I issued a tongue-in-cheek commandment: "If any staffer so much as puts a dash of fresh water in his grog, he's fired!"

All right, target dates, and I think them reasonably accurate. Figure some sport with hold-overs in southern New Jersey through March; the same reviving linesides in the Hudson River and the Thames—but no action to call for dancing in the street. Look for fresh-run migrants in the area during early April: they should certainly be at Sandy Hook about the 20th and, within a very few days some hungry will report a decent catch from Montauk. At almost the same time a smattering of schoolies arrive along Connecticut's shores and in Rhode Island.

Caution corner! Unless there is a last minute and radical change of regulations in the Red Rooster State, all striped bass fishing—commercial and sport—will be banned through 1984. This is the unfortunate result of a bitter argument between commercial netters and recreational anglers. Partisan politics is involved and all hands will suffer.

Other than in an abnormally warm spring season, fresh-run school bass arrive off the southern coast of Massachusetts on the first day of May, give or take a few days. Prior to that time there will be reports of catches, yet these will be difficult to authenticate. Some are surely bona fide, probably winter-over fish. Otherwise, tall tales galore, but little cash on the line.

About the first of May some proud lad will actually walk into a coastal tackle shop with one or two bright migrants which will be photographed and reported in local newspapers. Site of triumph may be almost any sea-rim along the southern borders of the Bay State, usually Katama on Martha's Vineyard, Popponnesset Beach, or the mouth of Weweantic River spilling into Buzzard's Bay.

This won't be fast fishing: indeed, it will be very slow for another week or two, after which the clans gather—both bass and bass fishermen. Both are likely to freeze their butts off, because early May in New England, no matter what the poets say, can be mighty chilly.

As the late General Patton said, "Take no counsel of your fears." Go in with faith, if only because you must do so. There will be a lot of sea robins and skates, more tautog, northern kingfish, scup—and a good deal of frustration.

It doesn't matter. The groundswells come in like frosting on a cake. The herring gulls will be keening and there will be perfume in the air. Everything beautiful has a beginning—and any first, cold encounter is savagely delicious, maybe better than combat in the drugged heat of July when trophies are certainly possible.

Score Number One, regardless of size, cannot be duplicated. During each new season the spark of life flames: it is resurrection, a promise, the Godfather's argument we can't refuse. It is a time when man must go down to the sea again, to the lonely sea and the sky.

Often enough to make the game worth the candle, there will be the sudden shock of a hard strike, a spout of white water. Probably, early on, this will be no monster to make history, yet the stars look down. Is any trophy so soul-satisfying as the first catch of a new season? I don't think so.

When the first one strikes, it is strangely and immaculately virgin. You want this one in the worst kind of way, even though you've caught much larger. **This** one is important!

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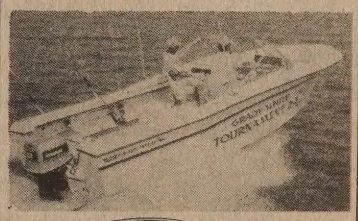

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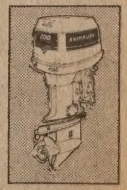

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MAKING IT BACK

by Ray Hendrickson

Returning to port at the end of a tow rope is a last resort for most skippers. Here are some tips on how to avoid just such a predicament.

No boatman with a dollop of pride revels in returning to port on the aft end of a tow-line—not if there's some other way! Neither, if he can help it, does he even call upon another boat for tools or possible expertise, although the latter is something the smart skipper will always appreciate. It's all a matter of nautical pride.

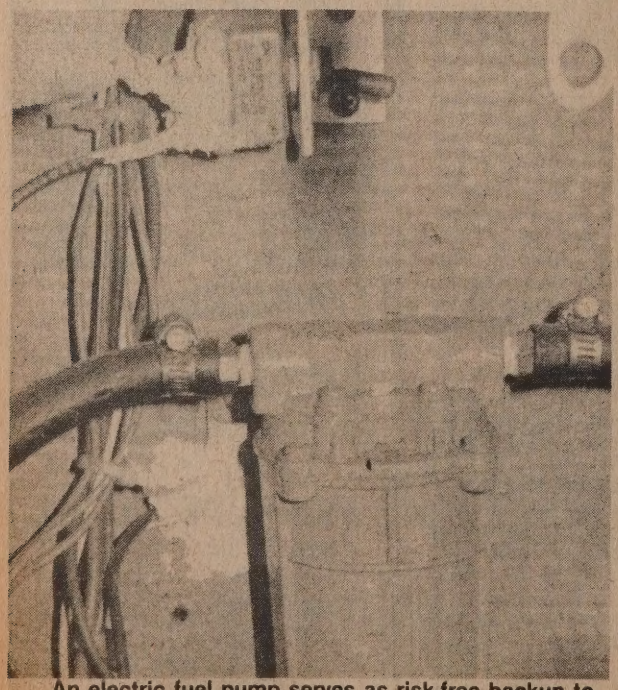
Granted, some situations can only be resolved with a tow, but other seemingly hopeless predicaments can readily be overcome with a bit of ingenuity and a fair measure of preparation. Through listening to some darned good mechanics, and making enough mistakes to ingrain the remedies in a somewhat elastic cortex, I've picked up a melange of tricks that just might bring you back on your own when something goes awry—such as the fuel system.

But running out of fuel isn't on the list for, plain and simple, there's absolutely no excuse for this classic blunder. Know your capacity, consumption rate—and allow an ample margin for raucous seas and a boat load of fish in the cockpit! But there is a chance of still getting home with dirty gas in the tank.

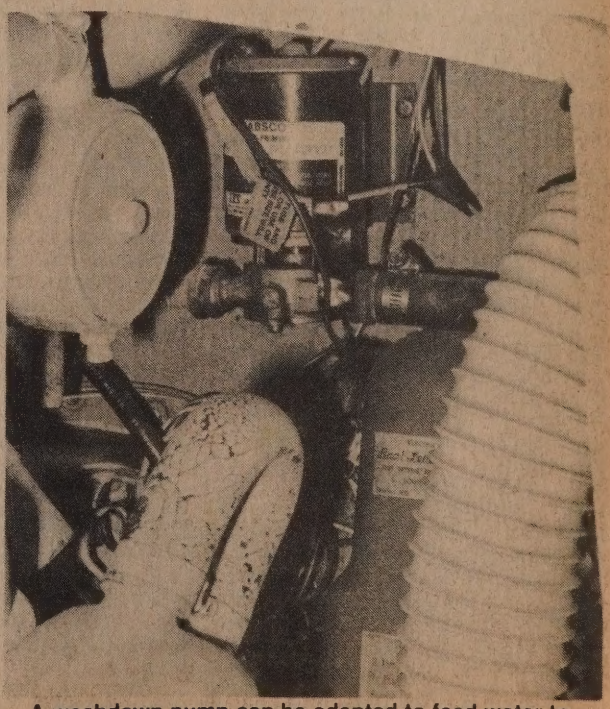
Keep a change of filters on board, and any peculiar wrenches required, particularly a slotted box-end to attack in-line connections without ruining the B-nut. Periodically draining the water separator (provided you have one, and you should) on the way back can keep you moving if the aqua is being sucked from the tank only intermittently. Knowing precisely where the fuel pickup is located in the tank (and hoping it's not on the centerline) is invaluable knowledge when the pump is sucking water neat. Distribute the crew and gear to cant the tank so that the pickup is as high as can be obtained. Water will run to the low end, enabling the pickup to rest in pure fuel. (You're right. This will scarcely work if the fuel level is marginal to begin with.) It's also helpful if the pickup is located forward, enabling you to get the most out of the tank while easing home at a fuel conserving speed. Unfortunately, most pickups are located aft for maximum draw in a planing attitude.

Outboarders with portable tanks should never forget gravity if the engine's fuel pump quits. Gravity keeps right on working no matter how we foul up. Admittedly, someone may get arm-weary holding the tank above the engine, allowing the gas to siphon downward (inverting the tank usually fills the hose to start the siphon), but you'll reach the dock. Better yet, keep a priming bulb in the system, even if you never need it to start the engine. Methodically squeezing it provides pumping action to keep you going. Too, the bulb will pull gas from a fixed tank below the engine.

An auxiliary electric fuel pump is another way around failure of the engine-driven pump. Preferably, it should be rigged with bypass valves and lines; making it a matter of seconds to switch over without having to open any gas lines. Sure, carrying a spare engine pump thwarts potential trouble—but the idea of fuel dripping at sea during the change-over scares



An electric fuel pump serves as risk-free backup to the normal pump. The switch directly above the pump turns it on after valves are set to isolate the mechanical pump...just in case the latter is leaking externally.



A washdown pump can be adapted to feed water to an I/O unit that is equipped with a flushing port in the trunnion. It can also be used to feed water to an inboard engine with jury-rigging fittings aboard.

me akin to a green mako in the cockpit. Don't ever use pressure to overcome a faulty pump, whether lung-powered or otherwise. A minute leak in a suction line that might normally go undetected will spit fuel under the slightest pressure. A spark from a dropped wrench and there might not be anything left to bring home—or anyone to do it!

Should an engine flood due to dirt caught under the needle valve it might be flushed out the way my better half fixes alarm clocks: rap the carburetor with a screwdriver handle—while telling the engine it's a clock. If the carburetor requires dismantling, I wouldn't, even if I knew how and had extra gaskets. Better to be towed than blown back to the dock.

Except for outboard mills, when the starter fails, a tow is the only way back. However, the big outboards are better hand-started by Gargantua hauling on the rope than a mere fisherman. If you do have to go that route, watch out for the knotted end when it comes flying off the flywheel. Oh-h-h yes—don't forget to switch on the ignition with those engines requiring it! But maybe you're in luck, and it's not the starter.

Could be the ignition switch or the starter solenoid. Be prepared and carry a jumper wire of at least #6 cable. With it, carry a schematic of what terminals should be connected to direct battery power directly to the starter motor. You needn't be an electrician. Your favorite mechanic can show you how—but record the info. Even a pair of pliers serves to jump across the two heavy terminals on the solenoid, but however it's done, disconnect as soon as the engine fires.

If the switch is faulty, you'll have to know what terminals are involved to feed juice to the coil as well as to the starter; and here's hoping you can get at the terminal stud on the switch. Some inboards have an in-line fuse in the starter wiring, which usually looks like a lump of plastic on the wire. If there are **no** signs of overheating in the associated wiring, try scraping off insulation either side of the fuse and jumping it.

Ignition failures usually call for replacing parts, and just about any skipper can change plugs. But it's a rare case when enough plugs simultaneously foul to stop an engine. Rough running, yes. But total demise is a rarity (unless those new plugs put in at sea aren't properly gapped). Many boatmen carry spare points and condenser, but haven't the ken to replace and set them. Totally inoperative points generally result from a broken rubbing block or fractured spring. Simple pitting rarely kills an engine. Have your mechanic show you the replacement routine and how to roughly set the gap; then stow the info, in writing, with the parts. That kit might also contain a spare coil, maybe a ballast resistor, and a few spare crimp-on type wire terminals for the spark plugs.

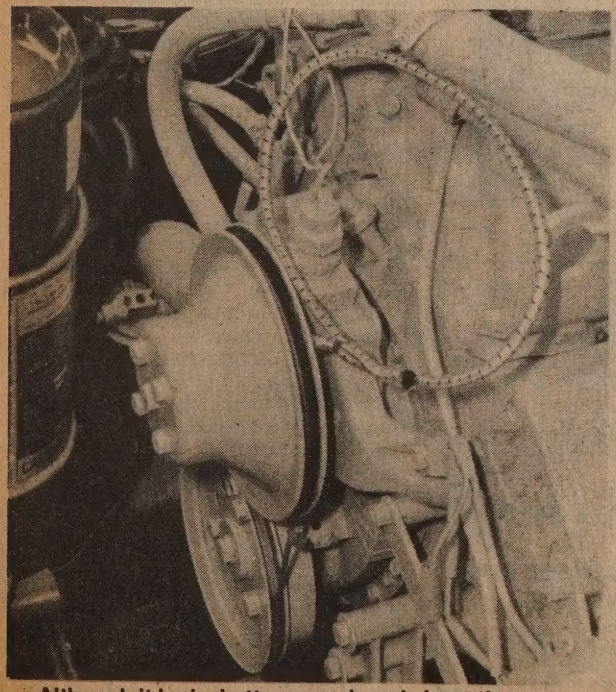
Other items to check when ignition doesn't ignite are the rotor and distributor cap. A shorted rotor is recognizable by black arcing marks inside its hub. Insulate the rotor with a plug of dry paper, or a scrap of foul weather gear material, stuffed in the hole. A cracked cap that lets in moisture may be temporarily cured with a shot of WD-40, after wiping it dry. The favored spray can also do wonders for wet ignition wires that have seen better days.

Although a dead battery is a terminal case, except for outboards with magneto-ignition that can be manually cranked, the demise may be only too apparent. The trouble might be corroded terminals, or a poor ground connection to the engine block. Heavy deposits can easily sap sufficient current to negate the best battery's charge, and it's usually indicated by hot wires. Uncouple, scrape clean, and re-connect. When back at the dock, clean thoroughly and apply corrosion-inhibiting salve. A small tube lasts for years. Should the alternator quit (frequently an inexpensive diode that keeps repair shops fat with hefty repair fees), shut off all unessential electrical gear and make a run for it. Caught in time, a battery can keep an engine running a surprisingly long time.

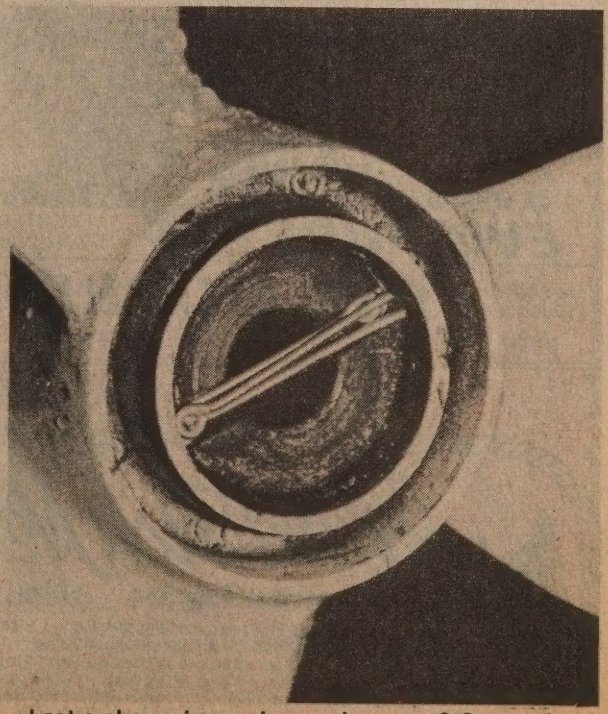
If the fan belt breaks, put on the spare—and if you don't have one, you shouldn't be out there. But what if the alternator freezes? The spare belt is useless. Not only would it go to pieces in a minute, there's no provision for adjusting tension on a "special" carried to run just around the crank pulley and circulator pump, or raw water pump. The girls have the answer. Pantyhose.

Although decidedly more attractive on its intended subject, it looks delicious on a defunct engine when land is over the horizon—and it's no joke. I tested it. Stretched tightly and

(Continued on next page.)



Although it looks better on a shapely lass, the pantyhose between pulleys will last for hours at moderate speed. Another alternative to a broken belt is a loop of shock cord served with wire line, but it has a penchant for flying off at much above idle.



Lost a shear pin...and no replacement? Cut up the heaviest hooks in the box and jury-rig. You'll be amazed at how much torque a few shanks will take before breaking.

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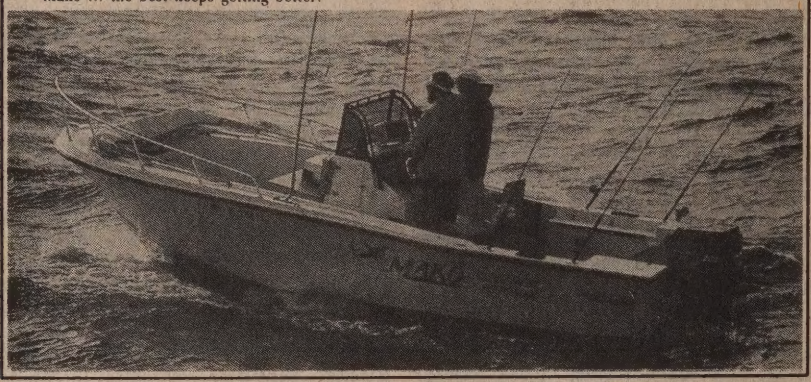

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square-knotted, it wears well and stays on the pulleys at minimum planing speed. I also tried 50 turns of 50# dacron, drawn tight and half-hitched; as well as shock cord served with wire line. The dacron doesn't last long and the shock cord flies off at anything close to 1000 rpm.

Cooling system problems may keep you out later than expected, but most can be overcome with patience. Either an inboard or outboard that's in otherwise good shape can be run at a crack above idle and still get home without circulation. On the red, probably, but short of a ruinous volcano. Still, there are a few tricks in the bag. I/O skippers with flushing fittings built into the trunnion can carry an adapter to feed washdown-pump water to the unit. Essentially, any pump can feed water to an engine. Bait well pumps and bilge pumps can be used, particularly if whatever jury-rigging hose and clamps required are carried aboard. But don't be overzealous when letting water into the hull to feed the bilge pump. We need all the readers we can get! Also, carry a screen that can be dropped over the pump. Neither is freshwater cooling sacred when the well runs dry. Replace the leaky hose, or bind it with tape (and a short prayer), and fill the system with saltwater. You can flush it clean back at the dock.

Bound or failed steering? Disconnect the control from an outboard, lash a gaff to the housing and run slow. You might be able to disconnect from an inboard's rudder quadrant and steer (running **slowly**) with a pair of gaff handles wedged through the access hatch. Some I/O can be disconnected and lashed with a jury tiller, but totally internal systems are best remedied with a tow line.

There's a rare chance (except for me) that an I/O raised at sea to clear a fouled line may not come back down. If it's an OMC, remove the two long screws holding the tilt motor, pull off the motor and turn the slotted shaft in the housing with a screwdriver. It takes considerable turns, but the torque is low. Maybe it's wiring. Check out the solenoid by using that jumper cable; again, carry the terminal info in a safe place.

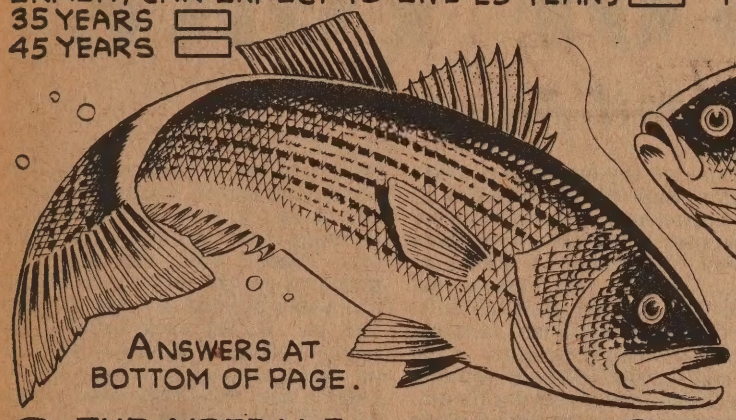
Any I/O can be dropped by removing appropriate bolts. A wet job at sea, but you'll have time to dry out on the way home. Hydraulic power-tilt units can be released, if jammed in the up position, by backing off the relief valve. Know where it is, and check its operation a few times each season.

All these good words sound fine when read in a warm living room, but are of questionable value without a bit of pre-application. With this article in mind, look over your boat for jury-rigging possibilities, peculiar tools that might prove invaluable, and instructions you might want to file away in a dry place. A store full of parts and tools are so much excess weight without the knowledge to use them.

THE FISHERMAN QUIZ

(1) STRIPED BASS WHICH ESCAPE THE SPORTS, PIN-HOOKERS AND OTHER MARKET FISHERMEN, CAN EXPECT TO LIVE 25 YEARS ☐
35 YEARS ☐
45 YEARS ☐

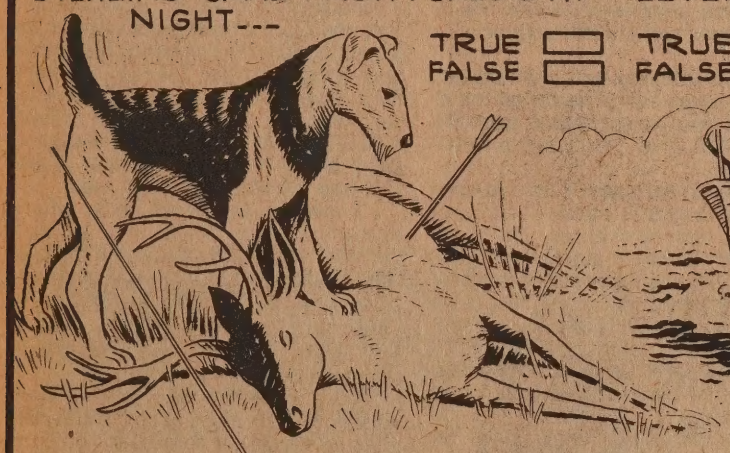
(2) OPERCLE REFERS TO THAT AREA OF A FISH'S BODY BETWEEN THE ANAL AND CAUDAL FINS.
TRUE ☐
FALSE ☐



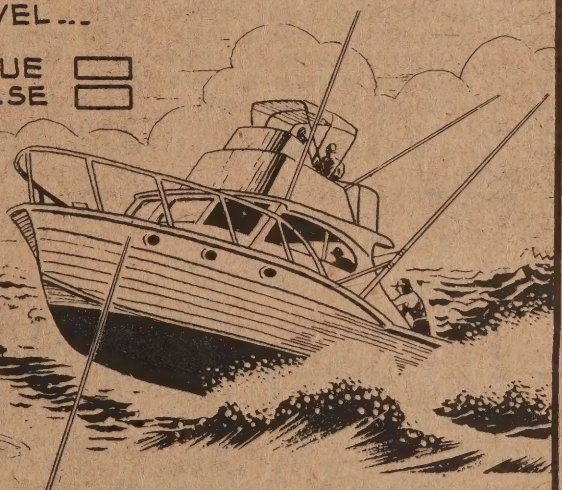
ANSWERS AT BOTTOM OF PAGE.

BY FRED GUARDINEER

(3) THE AIREDALE WAS SPECIALLY BRED TO AID POACHERS IN STEALING GAME FROM FORESTS AT NIGHT---
TRUE ☐
FALSE ☐

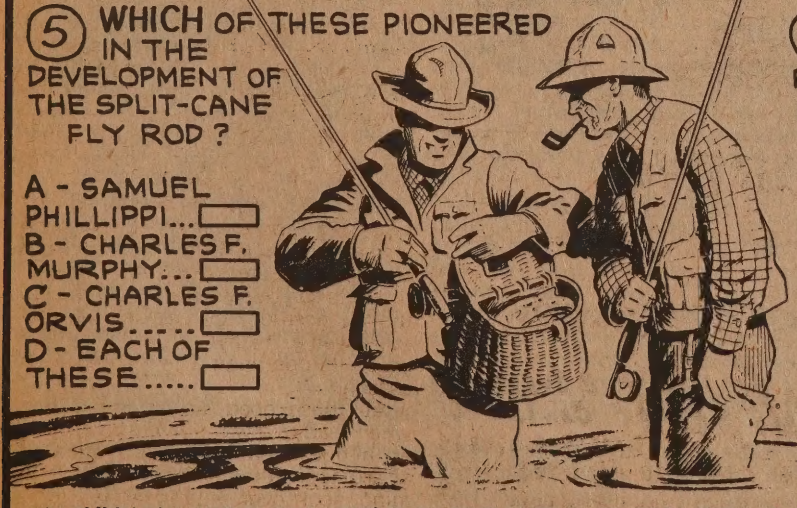


(4) THE CREST OF A 10-FOOT WAVE IS 10 FEET ABOVE SEA LEVEL...
TRUE ☐
FALSE ☐

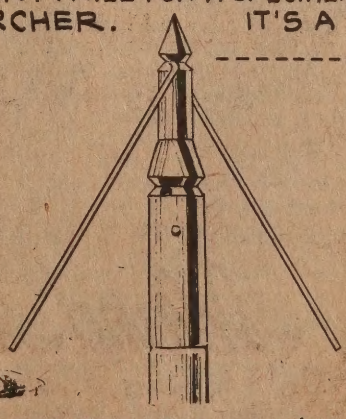


(5) WHICH OF THESE PIONEERED IN THE DEVELOPMENT OF THE SPLIT-CANE FLY ROD?

A - SAMUEL PHILLIPPI... ☐
B - CHARLES F. MURPHY... ☐
C - CHARLES F. ORVIS..... ☐
D - EACH OF THESE..... ☐



(6) THIS WEIRD LOOKING STICKER WILL NET A FINNY PRIZE FOR A SPECIALIZED ARCHER. IT'S A ---------



1-35 YEARS. 2-FALSE. OPERCLE REFERS TO GILL COVERS AND THE AREA DESCRIBED IS THE CAUDAL PEDUNCLE BY THE TAIL. 3-TRUE. 4-FALSE. THE CREST OF A 10-FOOT WAVE IS 5 FT. ABOVE SEA LEVEL AND THE TROUGH 5 FT. BELOW. 5-D. 6-IT'S A REVERSIBLE BARBED FISH POINT. AFTER THIS ARROW PENETRATES ALL THE WAY THROUGH A FISH, THE ARCHER REVERSES THE BARBS AND IS THEN ABLE TO EASILY WITHDRAW THE ARROW.

MORE OF THOSE "TALES OF YORE"

by Matt Ahern

I suppose there isn't an old-time fisherman who can't tell you tales about the excellent fishing that was enjoyed in the long ago. If you are acquainted with one of these gentlemen, get him started on his favorite subject. What you hear will positively amaze you. I'm quite sure that as difficult as these stories are to believe, especially when compared to today's often lackluster fishing, you are still being told the truth.

I'm certain of this because there comes a time in the life of an old-timer when the futility of embellishing the truth is exposed for the hollow shell it is. The serious old-timer will have none of it, for he has known for years that to enhance his meager prowess with figments of the imagination is best left to charlatans and those of similar ilk.

I am putting it this way because I'm almost certain there will be readers who find what follows pretty hard to swallow. But I assure you every word is true. I kid you not. Never have; never will.

Along in the early Thirties I was handling a mate's job here and there, but not as a steady diet aboard one particular boat because I still hadn't gotten permanently connected. I would usually put in a day here and a day there, offering my services between Canarsie and Sheepshead Bay. I even put in a few days handlining bluefish for the commercial market—which might make a good story for a future article.

On the particular day the story starts, my luck was bad—but then it was the height of the Great Depression and everyone's luck was bad. The Fourth of July holiday was due in a few days, but all the extra mate jobs on the Canarsie party boats were spoken for and I had already been to Sheepshead Bay the day before. So, much discouraged, I made my way to the trolley, making plans for Artie Leidecker (with whom I still fish today) and myself to put a dent in the fluke population residing in the Rockaway area of Jamaica Bay. Some way, I consoled myself, by hook or by crook, I'd get to go fishing.

While walking through Canarsie Shore's old Golden City Amusement Park, I heard my name called. I turned around and spotted "Old Emil." Emil was a long-time charter boat skipper, one of the shrewdest and best bay fishermen I ever knew. Already in his eighties at the time, he was as spry as any man twenty years his junior. Emil didn't specialize in any one species as did most charter boat skippers of the day. If you were interested in catching a particular Jamaica Bay fish, Emil could get them for you—no ifs, ands, or buts. Fluke, blackfish, weakfish, stripers, flounder—it didn't matter. Emil would and did get them for you and your buddies—and rarely did he fail.

"I got six pilgrims for a fluke charter on the Fourth," Emil explained in his Finnish accent. "You hooked up?"

My pulse quickened at the magic words. Saved! "Couldn't connect," I said.

"Well, Marty, my lad," he replied, using the name everyone called me at the time. "You're connected now. Be on board at five. And don't oversleep!"

I had never slept past a fishing date in my life, and still haven't, but just as today, I took no chances. The night before the charter, I stowed my gear on board and slept on deck. I suppose "slept" is the wrong word because I spent most of the night hours eel fishing. Heck—when you're 18/19 years old, what does the loss of a few hours' sleep mean? Especially if you're fishing.

Our six fishermen showed up on time and in minutes we were on our way, stopping only to pick up a tub of killies from Louie's Pier at Roxbury. (Ten cents a quart!) It was at this time when the work on the Rockaway Inlet jetty was nearing completion (1931). This is where Emil planned to do our fluke fishing, drifting along the inlet side.

I had worked small charters before and I wondered if I would get permission to fish. This decision was always left to the charter fishermen and although I'd never been refused before, you could never tell. But these guys were just as good about it as those fellows on previous charters, and after I got them squared away with riggings and so forth, they made room for me.

Incidentally, bay charter boats those days were small. Most could accommodate six fishermen in comfort—although if needed, and depending upon what type of fishing was intended, you could squeeze in eight.

Well, anyway, as I say, we ran out to the inlet, hugged the newly-constructed jetty, and beginning at the ocean end, we started our first drift. As I remember it, it was a beautiful day; ideal, in fact. The newly-born incoming tide was countered by a light breeze from the northwest, giving us perfect drifting conditions. The water seemed as calm as inside the bay. As for boat traffic—compared to today, it was nil. There was no concern over drifting into or passing over other fishermen's lines. All that was necessary was to make sure the boat was kept safely away from the jetty rocks. And that was Emil's job; all I had to do was fish.

And fish I did.

It was truly a remarkable day, fishwise. I'm sure you've heard stories on how good the fluke fishing was back then. I've told my share of them myself. But this day beat all my others hollow. It was the best fluke-fishing day I ever had, and like most of us, I've had my share of good ones.

I know you've fished areas where bergalls were so thick, you couldn't get slack out of the line before the bait was attacked. Well, use your imagination and put fluke in place of bergalls—for that's the way it was that day. I suppose all fishermen of the day were spoiled rotten by the good fluke fishing we had come to expect as normal, but that day was more than just the ordinary run of things.

As soon as our rigs hit bottom, we found it necessary to quickly reel in the slack to avoid throat-hooking the greedy fluke and thereby losing time in hook removal. The instant the sinker hit bottom, you gave a sharp lift and a fluke was on. There was no waiting for the fish—they were waiting for us! Or so it seemed.

I've often written about how fluke lie in lanes. It was this wild fishing that first called it to my attention and it was Emil who first explained it to me. The only respite we got from fish-catching was when we drifted into an area barren of fluke. The second we drifted into one of those fluke-containing lanes, all of us would lift fluke aboard with wild abandon. I'd never seen anything like it before—or have I since. We didn't even bother to net the fish—just lifted them right in. It didn't mean a thing if now and then one threw the hook.

I kept my fluke separately in a large built-in fish box. (Emil didn't wet a line that day.) When we decided to quit, I began to count my catch. When I reached somewhere in the seventies,

I stopped counting—and there was still more to go! There were no big fish caught that day; that is, nothing over three pounds.

I suppose according to what I just told you, you would be justified in calling me a fish hog. And I guess in the light of today's fishing, you'd be absolutely right. But those days there were so many fish of all varieties available, and the catches often so large, no one actually considered himself a fish hog. We never considered the possibility that such tremendous fishing would ever come to an end.

In the story just concluded, I mentioned that we caught no big fluke that day. How would you now like to hear one where every fluke caught was a doormat? Well...here goes, and I hope you still believe in Old Matt. This one's a beauty.

My buddy Artie Leidecker had just purchased the "Echo," the same one we still use today for our offshore trips. It wasn't the first trip we made aboard her, but it was close to it. Artie had taken over the Echo (actually "Echo Of The Morn) in June and this phenomenal fluke catch occurred during the latter part of August: August 28, 1942 to be exact—a Friday.

Artie and I had heard about some pretty good catches of sea bass, porgies, and blackfish off Sea Bright, New Jersey, and we decided to get in on the action. So this beautiful morning we got an early start and arrived off Sea Bright about eight o'clock. There was only one hitch: we didn't know where to fish, although we knew that if you dropped your hook anywhere in the vicinity, some kind of action was assured.

Because of the war, no one was permitted too far offshore. A line about even with the Cholera Bank was about it. Although no U-Boat skipper was about to waste a $50,000 torpedo on a party boat, no one was about to test the courage of his convictions—so most private boats stayed pretty close to shore those days.

As I say, we were undecided as to the exact spot to begin fishing. This was quickly solved, however, when we came up on the R C Lundy out of Sheepshead Bay. If crackerjack skipper Gus Rau felt this particular area meant good fishing for his passengers, it was good enough for us.

We worked inshore a bit, probably no more than a thousand feet from the Lundy and got the hook over. Using skimmer, we began to pull some nice humpbacked sea bass, with an occasional big sea porgy and larger blackfish. What we had been told about the exceptional fishing was true in every word.

And then it happened!

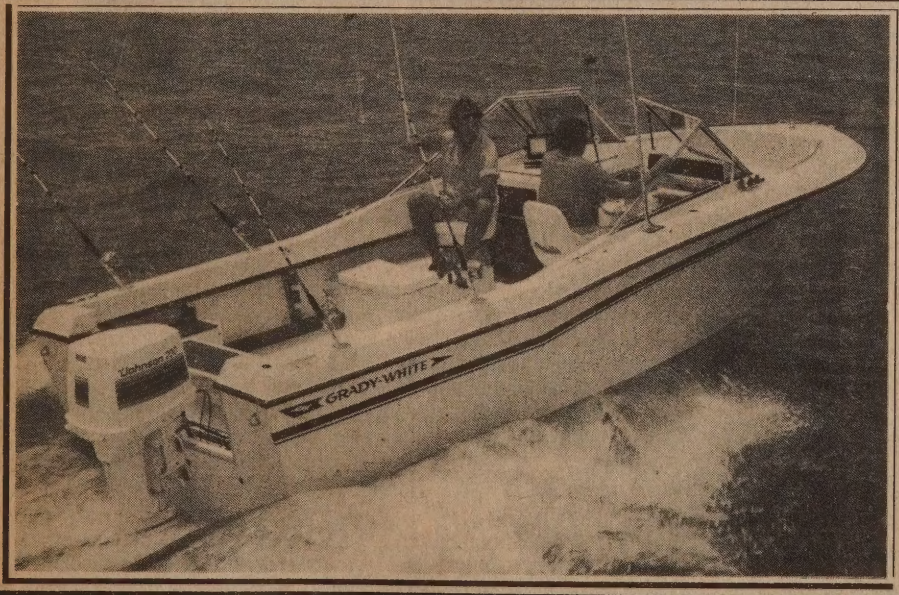
Artie began reeling in a small bergall when his rod was bent down with such force, it struck the rail with a resounding whack. We figured it was one of those monstrous sea bass which rumor said were available on these grounds...if you were lucky enough to connect. But we knew before the fish was worked to the surface that it had to be more than a sea bass. And we were right. Up came a huge doormat fluke, the bergall still in its mouth.

I stuck the gaff into a fluke that later weighed a shade over twelve pounds. We figured this was just a lucky shot and resumed fishing. But it was only the beginning. Artie nailed another one, but lost it on the way up. This time we took the hint and changed to fluke gear. We used porgy strips for bait, and so help me, began to hook one big fluke after another.

Another small boat came by while our spectacular fishing was going on and we waved them over, urging them to get in on the action. That area must have been saturated with those big fluke. The fishermen aboard the new arrival immediately began to hook into these monsters. Those fish were still hitting when we left, but as Artie always says (and insists upon), enough is enough.

Our catch that day consisted of 21 doormat fluke, which when weighed later at the dock ran between eight and thirteen pounds.

So—there are two exceptional fluke fishing days that I will always remember. Who could ever forget them? As I said before, many old-timers can match them. Just ask around.



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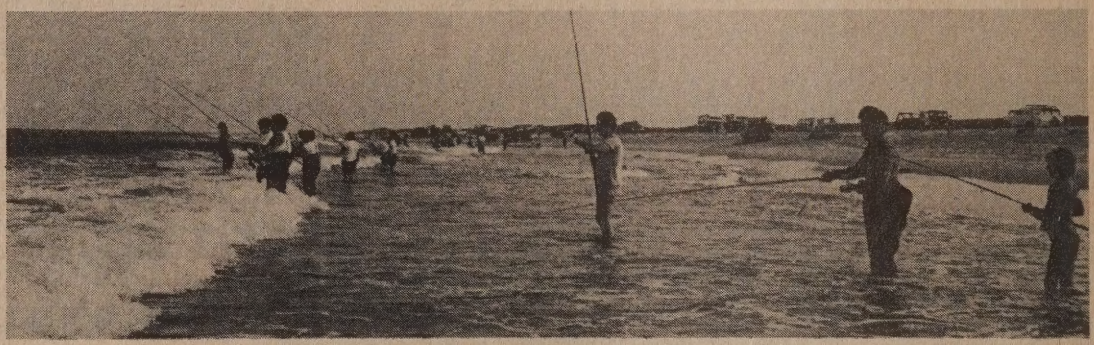

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FLAT IS WHERE IT'S AT

by Michael Intindoli

Moriches Bay has few peers when it comes to producing flounder in bucket filling quantities.

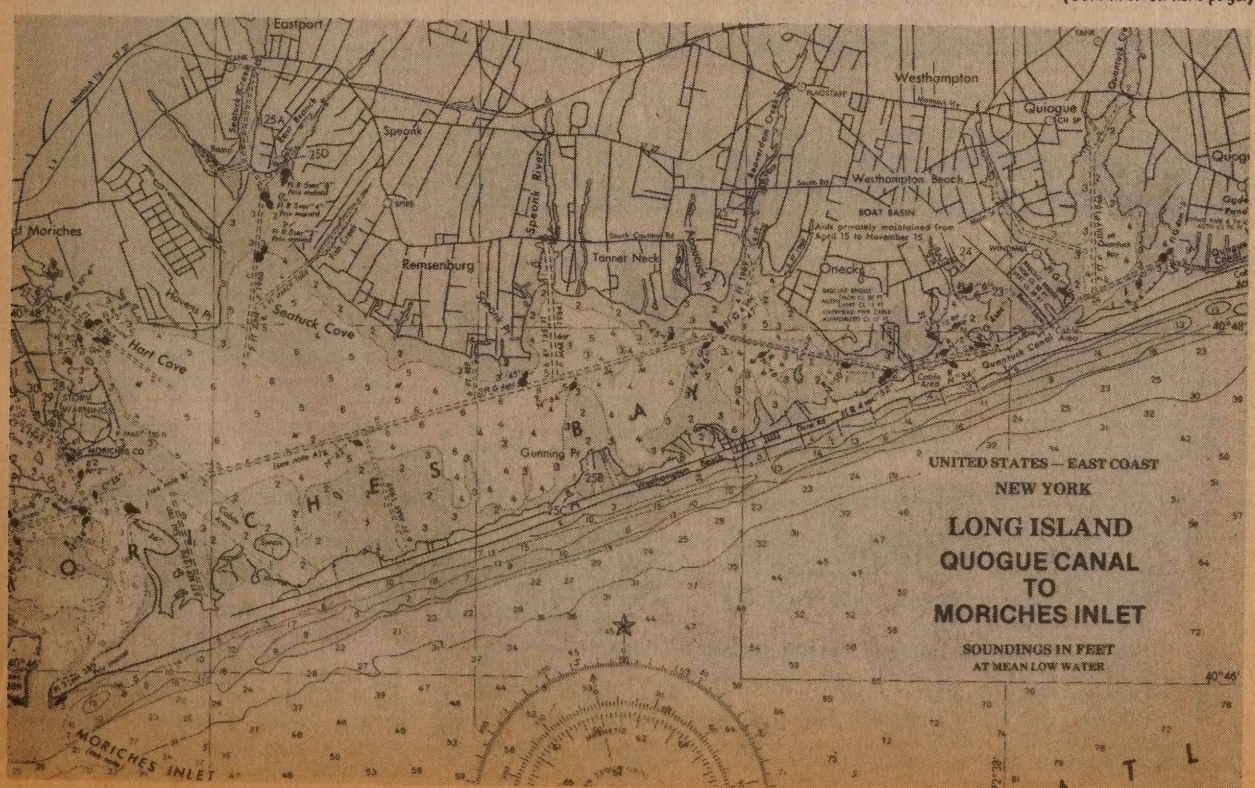
In my opinion, if there's any one area that's best for catching a goodly share of spring flounder, it's Moriches Bay. This South Shore bay is a tried and true haven for flounder. I have been fishing for flatties in this bay for the past 11 years and would like to share some tips with you to help you put a few more fillets in your freezer this spring.

Since Moriches is a relatively shallow bay with light currents, my advice regarding tackle is to stay on the light side. A six or seven foot light spinning rod with matching reel filled with eight to ten pound test line will be sufficient. A light action conventional rod and reel will do the trick as well.

There are two rigs which I have found to be effective for Moriches flounder. One is the tandem rig, the other the fishfinder. The tandem rig is made simply by tying two tandem hooks to the main line by using a dropper loop. The sinker is rigged about an inch or two below the hooks. To tandem tie two hooks, just tie a double-overhand knot in the snell of the first hook leaving the knot loose. Then pass the second hook through this open knot and again through its own end loop and pull tight. Tighten the double-overhand knot and you're in business. You can make a dropper loop by doubling your main line and then tying a double-overhand knot while leaving a loop. In lieu of using a dropper loop, you can attach your main line, hooks and sinker to a three-way swivel, thus reducing the chance of any possible tangles. The tandem rig is one of the best to use due to the fact that any nibbles will be immediately transmitted to your main line.

The fishfinder is also an effective, though less used method of rigging for flounder. To make it, you thread your main line through the small plastic "fish finder device" (available in all tackle shops) and tie it onto a barrel swivel. The tandem tied hooks are then attached to the swivel and the sinker is slipped onto the sinker clip. This rig is sensitive to the telltale tugs of a flounder and gives you the additional advantage of being able to easily change sinkers. Stay away from flounder spreaders. I know it will catch fish, but it will also catch plenty of weed, often create tangles, and make it more difficult for you to feel a fish "mouthing" the bait. If you choose to use any of the above rigs or even wish to create your own, there is one important point to remember and that is, your hooks must be resting on the bottom. Having your hooks planing up off the bottom will put them out of the flounder's feeding zone. To ensure that your hooks are properly situated, you might want to put a piece of split shot a half inch or so above each hook. Speaking of hooks, I have found no problem in using the standard Chestertown style in sizes 8 to 10. Sinkers in the one and

(Continued on next page.)



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two ounce size will suit your needs. Painting them yellow or white will also improve your chances of catching fish.

Experience has taught me that the best bait for Moriches flounder is the bloodworm, with either the bank or black mussel being a close second. Other baits you can use are red or yellow dyed clams and even garden worms. If you intend to use mussels for bait, it's a good idea to purchase them a day or two before you go fishing. Open them, place them in a container along with their natural juices and store the container in the refrigerator until the day of your trip. This early preparation will save you a lot of time once you have started fishing.

To use any of these baits effectively, a portion of them should be allowed to flutter in the current in order to catch the curious eye of flounder. Worms should be cut into one and a half inch pieces and threaded onto the hook, allowing the hook point and barb to protrude about one half inch from the end. Place whole mussels onto the hook any which way you can and hold your temper. I can attest to the commonly held belief that, at times, the mussel can be a killer bait for spring flounder. Clams should be cut into thin, one and a half inch long strips and impaled once or twice through the hook again allowing a portion to dangle from the bend in the hook. Placing a corn kernel on your hook along with any one of these baits will give an added attraction to your offering. I would strongly recommend bringing along at least two types of bait just in case those flounder get into one of their finicky moods.

Chumming is a must in order to attract and hold the fish in the area that your boat is anchored. I have used mussels, clams, cat food, rice, corn flakes and even uncooked oatmeal for chum. Along with any one or two of these ingredients, don't forget to toss in a can or two of whole kernel corn. I've lost count on the number of times I've found three or four corn kernels in the stomach of a flounder. They love it and it's been scientifically proven that it doesn't hurt them. With the exception of mussels and clams, which should be lightly cracked immediately before being put in the chum pot, you can freeze your chum mixture (just add a little water to it) in quart or half gallon milk containers. It'll last longer and be easier to handle when placing it in the chum pot. Just peel away the cardboard, cut off a chunk of chum and drop it in the pot. This brings me to another thought. If you're the do-it-yourself type, you can easily make your own chum pot. Simply punch 40 or 50 small holes in a three pound coffee can or similar container that has a removable lid. Attach a wire handle to the can, drop in a couple of one pound sinkers, tie on a length of rope and you're ready to go. Rinse the can in fresh water after each outing and you

should get quite a few trips out of it. When you start fishing, make sure that your baited hooks are situated on the down-current side of your chum pot. Giving a tug on the chum pot line every so often will release additional chum into the current and at the same time, stir up the bottom. Stirring the bottom by this method or by bouncing a sash weight or tire chain off of it a couple of times, dislodges tiny organisms from the mud into the current. This also helps attract fish to your boat. Anchoring down-tide from a commercial clammer who is in the process of raking or tonging up the bottom, is another way of improving your chances of success.

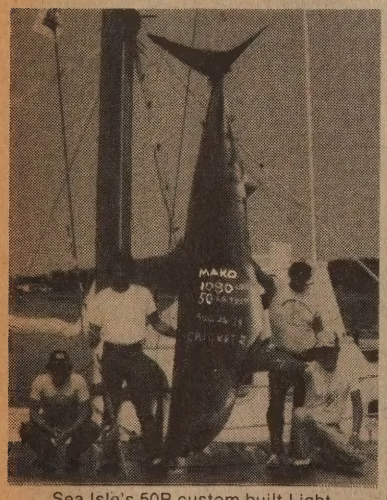
The fishing technique I use when flounder fishing is sort of a jigging/slow lift combination. The rig is bounced six to eight inches off the bottom about a half dozen times, then laid to rest a few seconds. While jigging, acquire a "feel" for the weight of the sinker. Then **slowly** lift the rig a foot or two off the bottom and if you feel any excess weight or a tug, a flick of your wrist will set the hook. This technique will also stir up the bottom slightly and lend action to the bait which nosey flounder will investigate. You can use the slow lift method alone by just lifting the rig **slowly** off the bottom every couple of seconds, again being conscious of the weight of the sinker. When you feel the extra weight or tug, set the hook. Letting your rig just sit on the bottom is another method, although I've found that this often results in stolen bait and lost fish. However, it might be worth a try if all else fails.

In Moriches Bay, there are many good spots where you will be able to find flounder. Generally speaking, any soft, muddy bottom should put you into fish. If you feel a slight resistance when you lift your sinker off the bottom, you've found flounder territory. Over the years, the following locations (also see accompanying map) have proven to be productive for me and should put you over fish.

Early in the season when waters are still pretty cold, flounder can be found in the extreme eastern part of the bay. Most notably, the Quogue and Quantuck Canals around buoys Nos. 52 and 54. As the fish begin their westward migration, the area slightly south and midway between buoys 44 and 46 is certainly worth a try. The deep water northwest of buoy no. 42 has become a popular flounder spot in recent years. As the water warms up, coves such as Seatuck and Harts are definitely worth a look-see, as is the area 200 to 300 yards due south of Havens Point. The western side of Harts Cove up near the Coast Guard Station has become a favorite spot of mine ever since I caught 30 flounder there in two hours a few years back. Buoys numbered in the mid-30s are also worth a shot. Late in the season, definitely try the north side of buoy no. 29. There is one last spot that has occasionally saved the day for me. In the eastern cut leading to Moriches Inlet there is a deep channel running along the eastern edge of this cut. Besides being a popular fluke spot during the summer, I've pulled more than a flounder or two from this area. If all else fails try this spot, but by all means stay away from the Inlet itself and the rip near the entrance to the Inlet. Getting caught in this rip (especially when you're fishing from a small skiff) can quickly turn a fun day of fishing into a nightmare. I speak only from experience. You might also want to speak to someone at the fishing station and/or check a current fishing report in The Fisherman to find out where the fish have been recently biting. One last word on this subject. Don't stay longer than a half hour in any one spot. If you're not getting any action during this time—move on.

At my last count, there were seven fishing stations (all of which advertise in The Fisherman) located off Moriches Bay where you can rent a skiff and motor for a reasonable fee. If you own your own boat, I know that at least four of these stations have launching ramps. There is also the Capt. Leo D for all you open boat fans out there.

If flounder are your bag, then be sure to include this area on your spring itinerary. You, too, will find that when it comes to Moriches Bay, flat is where it's at.



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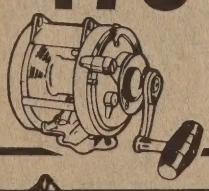

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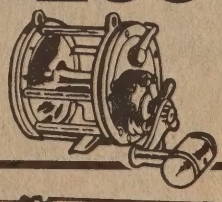

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MULTI PURPOSE BLANKS

by Dick Mermon

When the Ugly Stik was introduced by Shakespeare some years back, there was little eyebrow raising among saltwater anglers. Since then, its reputation generated such momentum that it has become one of the most popular fishing rods throughout the country. Like Jello, it, too, began with seven varieties, expanding as acclaim grew into 43 blanks, including 11 models in the relatively new "Gutts Butts" series. These are targeted directly at the marine, or big water angler.

Neil Buckler, a precise rod designer who fashioned the rod that took Bob Rocchetta's world record striped bass, used an old familiar Ugly Stik blank labeled 7' 11" (12-0465). This was the forerunner of the present Gutts Butts.

Their basic style is similar to that 7-11 Omni-Action blank which, in layman terms, simply means fast, or West Coast taper. Lengths range from seven to a full twelve feet in both one-piece and two-sectioned blanks.

The 10 foot blank (#12-0820B) lends well to several unusual designs when trimmed from the top, but in its full state carries a tip-top of #8 and butt diameter of 7/8", with a wall thickness of about 1/16". This type taper, along with the incomparable construction of the tube, allows for cutting at any point without hazardous weakpoints due to overstress where it should not be placed.

Surf casters will find that, although the blank sustains a light tip action, it handles lures up to three ounces as well as a half ounce. Still, for best results with heavier weights, with less wear and tear on the casting finger of spin fishermen, twelve inches can be taken from the tip section and an extension inserted into the butt, making up the difference. But at this point it would be preferable to purchase a full length twelve footer and cut back to a stiffer action.

Spin fishermen can take advantage of the ten foot blank as is, or they, too, can eliminate a portion of tip, but guide arrangement is different than on a revolving reel rod. Since more surf anglers are turning towards con-

Cutting back from the butt section of an 8 foot (12-0875B) blank makes for a lighter action inshore jig rod, while removing 8 or so inches from the tip creates a powerful jigging rod.

ventional reels with magnetic type anti-backlash systems, the ten foot Gutts Butts is ideally suited. When 12 inches are deducted from the tip, giving the shaft a true medium/heavy dimension, a #10 top is applied followed by five guides thereafter on the blank. The guides are spaced thusly on a conventional casting rod from tip-top towards the foregrip: 5, 7, 9, 11 and 13 inches, in sizes of #12, #12, #14, #16 and #20. Butt and reel seat length depends upon an individual's casting comfort. Some surf fishermen demand long butts for leverage, while others prefer short extensions to snap cast.

Cod fishermen put these Gutts Butts shafts to work. By cutting 24 inches away from the top of a ten footer, it will then accept a #16 tip and the guides are arranged as follows: 4, 5, 6, 8, 10 and 12 inches. The reason for six guides instead of five is due to its flexible top portion and powerful mid-section, thus aligning the blank and line without either touching when bent. The rod will now handle line ranging from 30 to 50 pound test and control jigs up to 16 ounces with ease.

If a lightweight powerhouse jigging rod is proposed for bluefish, codfish, or even drifting live eels, either the eight foot (#12-0857B) or nine foot (#12-0828B) can be used depending upon length and action needed. Weight of these blanks is between six and eight ounces uncut, but become less when shortened.

When an eight foot blank is snipped off ten inches from the top, there remains about three inches of clear glass, thus producing a highly efficient jigging rod with tremendous strength. Here again it will take at least six guides to parallel the line at a hard flex. Should a little more suppleness be required, less is taken from the top. A seven foot, or even a six and a half foot jigging rod will handle line weights from 25 to 50 pounds depending on how much of the clear tip is permitted to remain.

A word of caution at this point. Care must be taken not to sever too much top at one time, for there is no means of replacing what has been taken away. Therefore, cut only a little at a time until proper flexibility is reached, then deduct from the butt end. Bottom elimination rarely changes a blank's action, only its lifting power which is increased.

Since Ugly Gutts Butts blanks are light in weight, it only stands to reason that comparable lightweight guides, such as Fuji S.I.C., in styles USG, or NSG, be used. In order to maintain a featherweight rod, cork is preferable over plastic foam for butt and fore grip along with a graphite type reel seat. Such components on a seven foot rod will weigh a mere nine ounces.

Besides being able to take plenty of abuse, these blanks lend themselves to versatility. They are light, sensitive and worth a look if you plan to include a multi-purpose rod in your arsenal this season.

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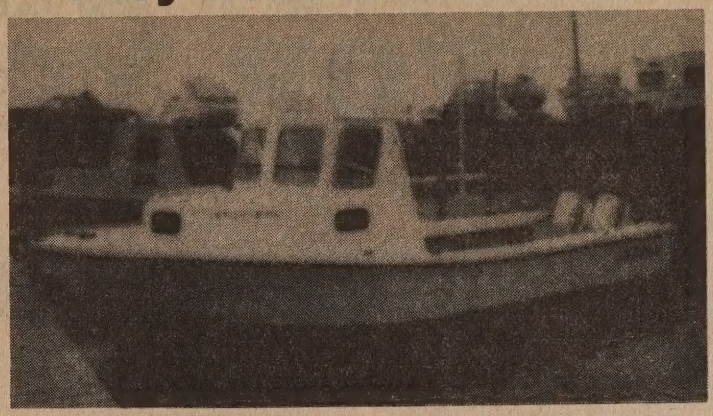

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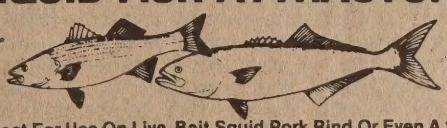

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WHICH PLUG BAG FOR YOU?

by Tom FitzSimmons

Several fine quality "surf bags" are available to casters who ply our Island's shore.

As any experienced, successful surf fisherman will tell you, not only is it important to put in as much fishing time as possible, but it is equally important to be prepared with a good assortment of lures when those long hours finally pay off. To this end a good plug bag is indispensable.

The plug bag you choose should be of good quality and able to withstand the rugged use we all put them through. It should be capable of carrying as large an assortment of plugs as is practical, and should be adaptable so that it can easily be changed to serve your particular needs. This might include provisions for carrying pliers, a knife, bunker snags, extra spools, hook sharpeners, clips with which to attach snaps and any other items that you may find useful to your particular style of fishing. But, overall, the most important aspect when shopping for a plug bag still remains its ability to carry a large enough assortment of plugs. When you do find fish, it often happens that they only want one type of plug of a particular color. If you don't have the hot plug in your bag, you'll likely end the evening arm-weary from casting while fishermen on each side of you are pulling in fish after fish. I don't have to tell you how you're going to feel. While we all realize it would be impossible to carry all plug styles, in all available colors, it is still important to carry an assortment of plugs that have not only proven their worth in the past, but also a number of plugs that, based on action and color, may become valuable friends for future trips. Since manufacturers seem to design plugs to catch our eyes, rather than our quarry's, there should always be enough room to squeeze in that strange plug or one you feel can't miss once it hits the water.

To my knowledge there are only a couple of bags on the market today that are worthy of consideration. One that has been around for some time, manufactured by Shoreline, sells for about $32 for the larger bag and is available at local tackle stores. The bag is made of extra heavy canvas and comes in two sizes, 5 or 10 compartments. The inserts are made of aluminum, which may have a tendency to discolor your plugs. I feel the smaller bag is best suited for shorter, more casual fishing trips since its capacity is obviously limited. The larger bag contains four large and six small compartments, with six pockets sewn on the front for carrying tins. There is also enough room behind the inserts to carry droppers and leaders. There are no side pockets for extra spools or other equipment, but you could easily modify the bag yourself, or sew on pop rivet pockets on the side made from surplus Army equipment. It has an adjustable shoulder strap which should be wider so it doesn't cut into your shoulder during those long hours on the beach. It does provide "D" rings to which you can attach snaps and swivels. The only major disadvantages to this bag are that first, the canvas will retain water and become heavy which, when you fish for long periods at a time, will become uncomfortable. Second, although it has enough room to carry seven inch plugs and even three ounce Gibbs bottle plugs, it can still only carry four large plugs which, when the fall run starts, will not allow you much versatility or assortment. I find this bag to be most useful at the beginning of the season when I use smaller plugs for weakfishing. For this type of fishing the bag is able to carry a large amount of assorted plugs.

Shoreline bag on the left and the Bronco bag on right are two of the more popular bags used by surfmen from our region.

A new bag that came on the market last summer is called the Bronco and is available at Merrick Tackle. It sells for about $30. This bag is also constructed of canvas but has a ten compartment PVC tube insert. These inserts are capable of handling plugs up to seven inch swimmers, but will not hold the big plugs. Extra inserts are also available to provide an easy way of switching plugs for day or night fishing. This bag also has six pockets sewn on the front which are very useful for tins. The strap, although adjustable, is a little too narrow as with the Shoreline bag. There is also enough room at the rear of the inserts to store miscellaneous equipment which is important since there are no side pockets. However, as with the Shoreline bag, pockets may be added as a do-it-yourself project. The only disadvantages with this bag are the added weight from water retention by the canvas and its inability to hold the larger plugs. However, this is also a good bag to use to hold a large assortment of smaller plugs. Roy from Merrick Tackle has informed me that a new bag, the Bronco II is getting ready for

production shortly. It will sell for about $40 and is an improvement over the original. It will provide two side pockets (which is a definite plus), six pockets in the front for tins, a heavier strap, two Delron "D" rings for attaching equipment and a ten-compartment, PVC tube insert (he is considering making the inserts large enough to hold the bigger plugs), with enough room behind the insert for a plastic box which would be useful for smaller or rubber lures. Another plus for the new model is that the main front flap and side pocket flaps are secured with Velcro strips which are a definite advantage when fishing at night or in awkward situations. The Velcro eliminates fumbling around with metal snaps which are used on most surf bags.

Roy also mentioned that they are in the development stage of a heavy duty plug bag with more inserts that will be capable of handling larger plugs up to the Atom 40s. As of this time, no date has been set for production.

Another fine custom lure bag is available through "The Surfcaster," a mail order company specializing in equipment for the surf fisherman. The company is located in Darien, Connecticut. Although quite expensive, it sells for around $140, it is a very high-quality, well-made product. It is made from doubled heavy dacron, which will shed water than than retain it. It has an extra wide shoulder strap with large nylon swivel rings to which you can attach leaders or snaps. There is a large side pocket for extra spools and pliers, plus other essential equipment. It has removable inserts made from high impact polystyrene with compartments for five large and eight smaller plugs, plus pockets sewn on the front for tins. The bag has a combination of Velcro and brass closures and extra inserts are available for small or large plugs at about $25 each. This is, as I stated earlier, a quality bag that will last you for many years.

Finally, Sonshine Tackle makes a high quality, extra large bag which retails for about $70. Their standard size bag sells for around $40. Both are made here on the Island and are available through the mail from Sonshine Tackle, 34 Lidge Dr., Farmingville, NY 11738.

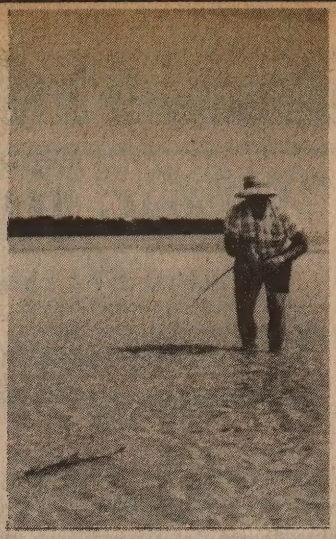
The plug bags I have just discussed are all good, quality products. Each can be modified and customized to suit your own needs, to provide for those features that will aid you in whatever style of surf fishing you specialize in. Customizing your plug bag adds to the enjoyment of the sport, much in the same way as when you make your own rods or lures, there is a certain sense of pride and satisfaction gained in making the bag more useful. It can also be a very enjoyable winter project during which time we all get those urges for spring to arrive so we can get back on the beach looking for those often elusive blues, weakfish and bass.

A Special Selection from the Fisherman Library

Contemplating a trip South to challenge the ghostly bonefish, acrobatic tarpon, or the elusive permit?

Fishing the Flats

By Mark Sosin and Lefty Kreh



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IMPORTANT NOTICE!!!

Swordfish Management Plan Hearing Set For Tuesday, March 27th

The Mid-Atlantic Fishery Management Councill will hold public hearings on the draft Swordfish Fishery Management Plan developed by the Mid-Atlantic, New England, South Atlantic, Gulf and Caribbean Fishery Management Councils on Tuesday, March 27th, 7PM, at the Holiday Inn, Rt. 25, Exit 72 of the Long Island Expressway, Riverhead, NY 11901.

The five Councils have requested the Secretary of Commerce to start a data collection program on April 1, 1984 to collect data on the use of gill nets and to require vessels that retain swordfish to be identified to allow more accurate sampling for data collection. The Preliminary Fishery Management Plan for Billfish and Sharks is incorporated into the plan and foreign fishermen will have a cap on swordfish by-catch. Domestic landings are restricted by variable season closures for the five Council areas. The calculation of closed days takes into account seasonal landing patterns in each Council region. The fishery is monitored by sampling the sex, size, and age of fish taken in each Council area. There are procedures whereby timely gear restrictions or regulation of fishing practices that complement the variable season closure can be implemented by regulatory amendments to the plan.

For further information of a copy of the plan summary contact John C. Bryson, Executive Director, Mid-Atlantic Fishery Management Council, Room 2115 Federal Bld., 300 South New Street, Dover, DE 19901 or by telephone at 302-674-2331.

East End REPORT

with Capt. John DeMaio

With the unrelenting winter weather of last week, no one fished until Friday. This reporter had a difficult day with only 20 cod for our first charter.

MONTAUK

The charter boat **Montauk** also sailed their first trip on Friday and had 80 cod for two anglers, led by Armond Ricartara.

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The **Viking Star** sailed Saturday with 31 people and caught 161 cod in the 8 to 20 lb. range. The pool fish was 46 lbs. Mixed in were a showing of big pollock. Good fishing and large concentrations of bait prompted Captain Bock to state "things are looking good." Also the **Viking Starship** is being repowered in time for the '84 season and will begin sailing at 5:30 AM on a daily schedule beginning April 1st.

SOUTH FORK

Captain Artie Lach of the **Sag Harbor** open boat **Wilhelric** stopped by to report that en route to his berth at Long Wharf he made several stops to sample the local flounder fishing. The skipper, along with a few friends, managed to put away 30 flatties in the 3/4 to 1½ lb. class making three stops at Conklin Street, South Ferry, Caretakers and on the west side of Jessup's. Each spot produced some fish. Art reminded that his first scheduled sailing is March 24th and 25th. He will begin sailing daily on Friday, March 30th.

South Shore REPORT
with Fred Golofaro

Last week's wind and cold continued to keep flounder reports to a minimum. Some anglers did give the flatties a shot on the weekend in both Moriches and Great South Bay and were rewarded with fair results.

MORICHES BAY & INLET

Gary Grunseich of **Silly Lily Fishing Station** in **East Moriches** reported a few boats out on both Friday and Sunday. All fished the buoy 54 area and most enjoyed fair action despite the still cold water temperatures. Gary reminded that deep water will remain the key until water temperatures moderate. Both worms and mussels accounted for fish this past weekend.

From **L&M Marine in East Moriches** Larry Dellaire spoke of having a couple of boats out each day. All confined their efforts to buoy 54 and 7A in the Quogue Canal. Those who worked at it managed a decent pick of fish. Best catch to come into the station over the past week was made on Friday by Al Dennis and Harry Obser. The pair used heavy mussel

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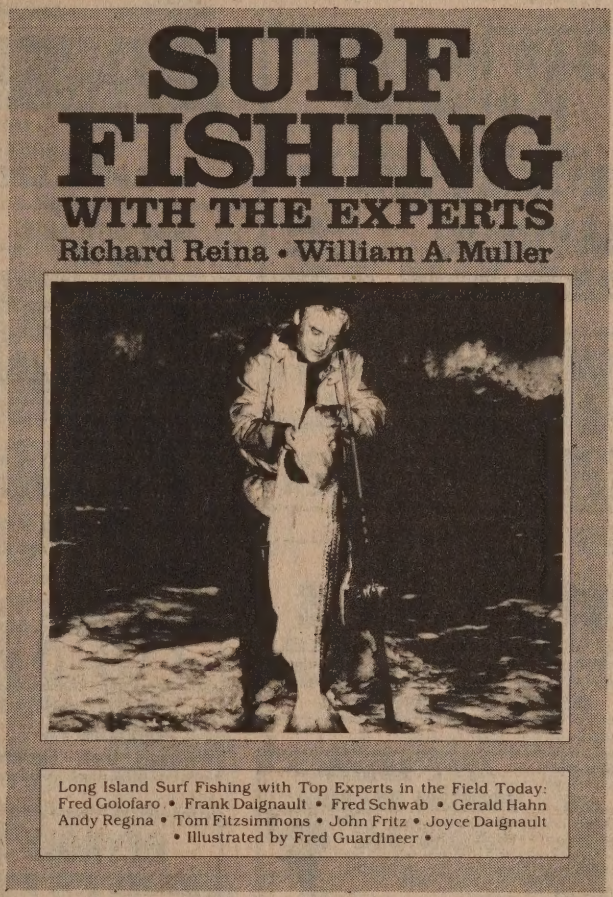
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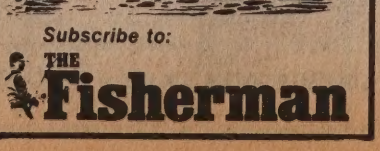

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chum along with sand and blood worm bait to put away 50 keepers near buoy 7A.

A call from Andy Hegeman of **Sea Tuck Cove Fishing Station in Eastport** reminded that his operation is open and in full swing. Andy feels that a few mild days should get the flounder fishing out of the winter doldrums.

Captain Leo D, which sails open out of **Moriches** reported a fair pick of flounder on both Saturday and Sunday, working the Quogue Canal produced average catches of 10 keepers per man. Captain Chip reported the best action both days on the last of incoming and said that many of the fish ranged between 1 and 1¼ lbs. The skipper also reminded that he does have a few charter dates for flounder still available.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Paul Graniello of **J&J Tackle in Patchogue** said that last week's weather made for a quiet week in the shop. He did look over a handful of nice flatties taken on worms south of Blue Pt. on Saturday. That was the extent of flounder activity. Some anglers, frustrated by all the wind, concentrated their efforts on white perch in some of the local tidal rivers. He knew that at least a few scored with white perch in Patchogue's mud creek. They used wroms.

Dave Canale at **J&R Sports Center in Oakdale** labelled it a quiet weekend. A few customers did give the flatfishing a shot, but failed to report back. On the freshwater side, Dave fished Connetquot State Park with Al Cross on Wednesday. The pair managed just 8 trout up to 14 inches, but Dave attributed the slow fishing to dirty water caused by rain and runoff. Dave reminded that they're well stocked with both blood worms and night crawlers.

Captain Neil Delanoy of the **Bay Shore** open boat **Casey Lee**, reported a good day of floundering back on Thursday, but with ice in the basin on Friday fishing became a tough pick on both Friday and Saturday. Sunday's fishing improved considerably with water temperatures up a couple of degrees to 41 from Saturday. Fourteen fares on Sunday's trip managed 120 flatties. Neil has been working the north side of the bay between Bay Shore and as far east as Patchogue. All the fish being taken are good sized and worms, clams and mussels have all been effective in the bait department.

Captain Nick Manzini of the **Captree** open boat **Speedy VII**, was satisfied with Sunday's floundering on the north side of the bay when 10 fares put away 100 flatties in the 3/4 to 1½ lb. range. This opposed to Saturday, which the skipper described as a very tough day with only a

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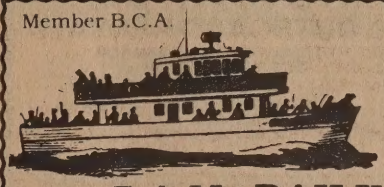

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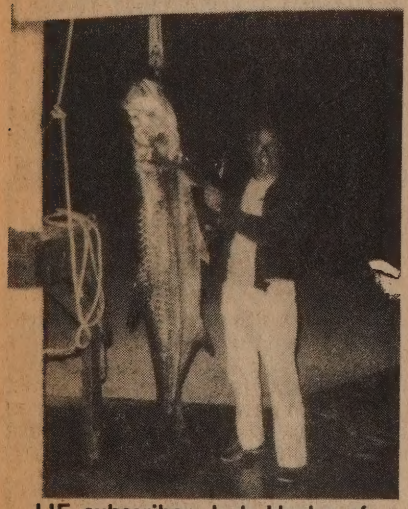

LIF subscriber Jack Hooke of Hooke Productions landed and released 11 out of 12 tarpon in the 100 to 150 lb. class during a four-day trip out of Islamorada in the Florida Keys. The one fish was kept for mounting.

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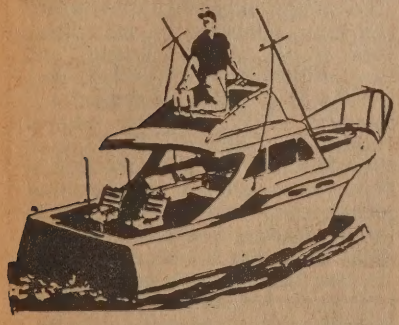
handful of fish taken.

Captain George Tweedy of the **Captree** open boat **Capt. Scotty III** called to report that he is making the switch from cod to flounder. The first flattie trip is scheduled for Saturday, March 24th, after which he will be sailing 7AM daily.

Captain Carl Passero of the **Captree** open boat **Jib VI** did manage to cull two pretty good days out of the past week. On Thursday, Barry Nathan of Forest Hills left the boat with 45 flatties, while John Blatny of New Hyde Park bagged 28 including a 2 lb. 11 oz. pool fish. Sunday's total score came to approximately 200 flatties with Wolfgang Kanschat of Bayside leading the way with 22. Carl suffered along with everyone else on generally tough Saturday. Carl feels that the fishing will become more consistent as water temperatures continue to rise.

From **Augies Tackle Shop in Babylon** Fred Austin told of looking over some huge but thin flonder taken by Kenny Merns aboard his Easy Rider on Sunday. Kenny found the fish south of Good Samaritan Hospital where he went to work with both worms and mussels. It was the only report all week according to Fred due primarily to all of the wind and cold of last week.

Marie Combs of **Combs Bait and Tackle in Amityville** said that some customers gave flatties a shot over th weekend but no one reported back. The weather has kept activity down to a minimum, but a few mild days strung back to back should get things going. They, too, have both worms and mussels in stock.



West End REPORT

with Stu Miller

The cold and windy weather of late has kept anglers at the fireside for the most part this past week. It has also kept the flatties seeking warmth in the mud, but with a couple of days of warmer weather, both fish and humans should be joining in battle in numbers.

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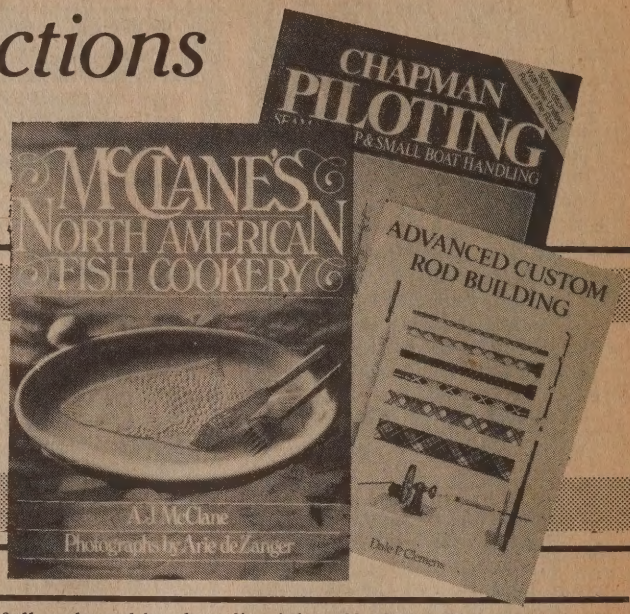

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WEST END BAYS/ JONE'S INLET

From Capt. Mike Dannon of the **Capt. Lou Fleet** we learned that fares have been picking away all week. Thursday's high hook was in the 20s, as was Friday's. Saturday on the **CL III**, three fares accounted for 82 keepers. There were also some throwbacks. Saturday on the **CL IV**, Joe Papa of Fort Lee, NJ socked it to 12 flatties while Roger Lee also of Fort Lee, had 13. Chris Christenson of Garden City Park was happy with 14 fish, while Les and Patty Hegyes of Flushing, had 18. Mike Ramm of Fore Hills, age 10, had a 2½ lb. pool winner and was high hook with 14 flounder in the afternoon. Mike advises the water is still cold and we just need a couple of warm days as previously noted. Action is in local waters on outgoing with mussels working best.

Captain Richie Kessinger of the **Starstream II** told of a slow pick in Saturday's cold and windy weather, but fair catches were had on Sunday's trip with 24 cod and a few big blacks taken on wrecks. Pool cod hit 20 lbs. on the nose. The boat until further notice will be sailing special offshore wrecks trips for cod and pollock at 3:30AM every Saturday, Tuesday and Thursday, with reservations necessary. On Sundays, the regularly scheduled cod trips 5AM will sail.

In nearby Pt. Lookout the two trip a day flounder boat **Capt. Bill** passed the word that Saturday's PM trip was slow due to the strong moon tides but Sunday's trips were decent with Dom Jacobsen, Valley Stream, high hook with 12 keepers, while Carmine Cesarano had 8 flatties to 2 lbs. The PM trip was the better of the two with the end of the ebb hot. Fish averaged 3/4 to 1½ lbs. in local waters with mussels working best.

Captain Ron of the **Miss Point Lookout** also back on their two trip a day flounder expeditions, told of tough fishing during the week due to the chilly windy weather. On Thursdays PM trip Ray Doyle, Jr. took 7 flounder plus a 2.3 lb. pool winner. Saturday's AM trip saw fares picking away, with Doug, a regular, high hook with 10 fish. Pete Frankovitch of Hastings-on-Hudson took the pool with a 1¼ lber. Sunday's AM trip saw some big flounder taken. Action got hot in the PM with over 150 keeper flounder boated. Joe Sapienza of King Park scored with 19 fish to 2 lbs. Joe Sipos had 20 plus a 3 lb. pool flounder. Four year old first timer Ron Borden caught his first flounder ever. The skipper says things look good and should break open with a few days of warming sun. Action was in local channels on mussel and worm with ebb best.

Marilyn at **Eds Fishing Station** with a total of 6 rental skiffs out for the week, told of some nice flounder

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brought back to the dock mainly from the buoys 18 and 19 areas and from the flats. Fish averaged 1 lb. and mussels worked best. The flounder are definitely in said Marily, not let's have some good weather.

NEW YORK BIGHT

Vi at **Cross Bay Bait and Tackle** advised that the North Channel bridge spanning Jamaica Bay produced some good flounder catches all this past week and weekend for anglers doing their thing off the bridge. Fish ran from 3/4 to 1 lb. with mussels and worms with incoming tide working best.

To the west in **Sheepshead Bay**, Wee Willie at **Mike's Tackle Shop** could only tell about some catches of flounder being made by the party boats across the street which are working early spring Jersey hotspots. Sizes have been good, the Wee one advised and there have been a good number of fish over 2 lbs.

From Capt. Butch on the **Zephyr** we learn that fares have been catching pretty well, especially at the turns of the tide, when the water slows down to a fishable speed. Several double-headers have been had in the still cold water. Fish have ranged from throw-backs to 1½ lbers. with catches averaging 10 to 20 flounder a man. It was a tough weekend to fish with all that wind Saturday and Butch feels that with some spring-type weather, catches should be solid. He's been working the Navesink River with mussels and worms and has been seeing a steady improvement of fish caught on a daily basis.

North Shore REPORT

with Marty Carrell

Flounder and fishing reporters came out of the mud as usual by St. Patrick's Day and most shops are already stocking pretty good supplies of bait. Results and reports are spotty as a result of the raw wintry weather that persists, but shallow bays and harbors have some fish for the die-hards.

WESTERN SOUND

John's Gun in **New Rochelle** said that a few anglers were taking flatties around the Park and the Casino, but that the mates from the **Klondike VIII** had been making the haul out to Quogue during the past month. Sand-

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worms for bait are already in demand.

Jack's Bait on **City Island** will have rental boats available this week if weather permits. Sandworms, bloodworms and mussels and skimmers are all available. Most anglers are working the lagoon at Orchard Beach for some fish to nice sizes while the **Apache** and the **North Star**, in the water for their first weekends, are following the dredges in Oyster Bay. Both boats were carrying well over the weekend, with 30 to 35 anglers per boat.

Dave Watt at the **Glen Cove Sport Shop** had a few reports on local flatties and suggested early spots that included Bayville Creek and Hempstead Harbor. Following the Oyster Bay dredges is a good idea, but Dosoris Pond is still a week or so off.

NORTH SHORE MID-ISLAND

The **Huntington** shops, **Four Winds** and **Ronnie's** both had bait stocked in and are prepared to service anglers on weekday and weekend mornings. George Valentine said that clammers have had flatfish in Lloyd Harbor for two weeks and that Cold Spring Harbor was a good bet now. Ronnie Ferraro told us that there is spotty action in the harbors with a few nice fish. Nobody has been outside yet.

Greenlawn Sport Shop has both clam and worms available and suggested trying Northport Harbor for early flounder. The Lilco Station is producing steadily on white perch and small bass, a few of which are over the 24 inch limit.

Packy Collins of the **Ever Ready** is readying the craft right now and is aiming for a start on the weekend of April 7-8. The **Rocky Point Fishing Stop** mentioned a few fishermen trying the Port Jefferson Harbor area. The Stop has frozen clam and clam chum and worms and will have mussels this week.

Ralph's Fishing Station in Mount Sinai expects to have rowboats in the water by April 1, but hasn't seen the first sharp flounder anglers on the open water yet. A few fishermen are already trying the beaches. Worms are available at Ralph's and mussels will be on tap by April.

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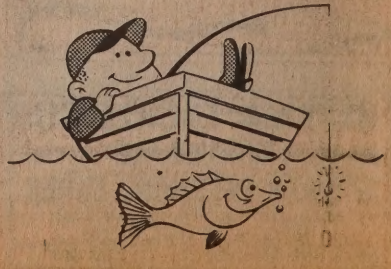
NORTH FORK

Ed Kopack at **Warren's** in Aquebogue figures that the season is about two weeks behind. Those who care are going down to the Quogue Canal, the Shinnecock Canal, or Shinnecock Bay rather than the local creeks. Warren's already has worms and mussels.

Captain Marty's in **New Suffolk** is open for business and looking for the first hardies ready to try the western Peconics. Phil Loria thinks that, with flounder in the Shinnecock Canal for some time and with draggers showing periodically in the Bay, there are already some fish to be had. Loria will be investigating later this week. Incidentally draggers are allowed in the Bay until April 15. Captain Marty's has mussels, and boats are going in the water this week.

The **Port of Egypt** in **Southold** has pushed back their season but will be carrying bait by the end of the month, possibly by next weekend. Rental boats will be available by April 28.

The **Peconic Star** and the **Brand X** are pointing toward March 31 starts for their flounder trips, and the **Prime Time II** plans to begin around April 11th. John Rainis is applying paint to the **Blue Albatross** and hopes to be in the water as soon as possible.



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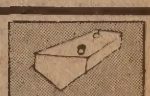

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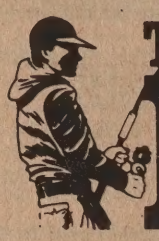

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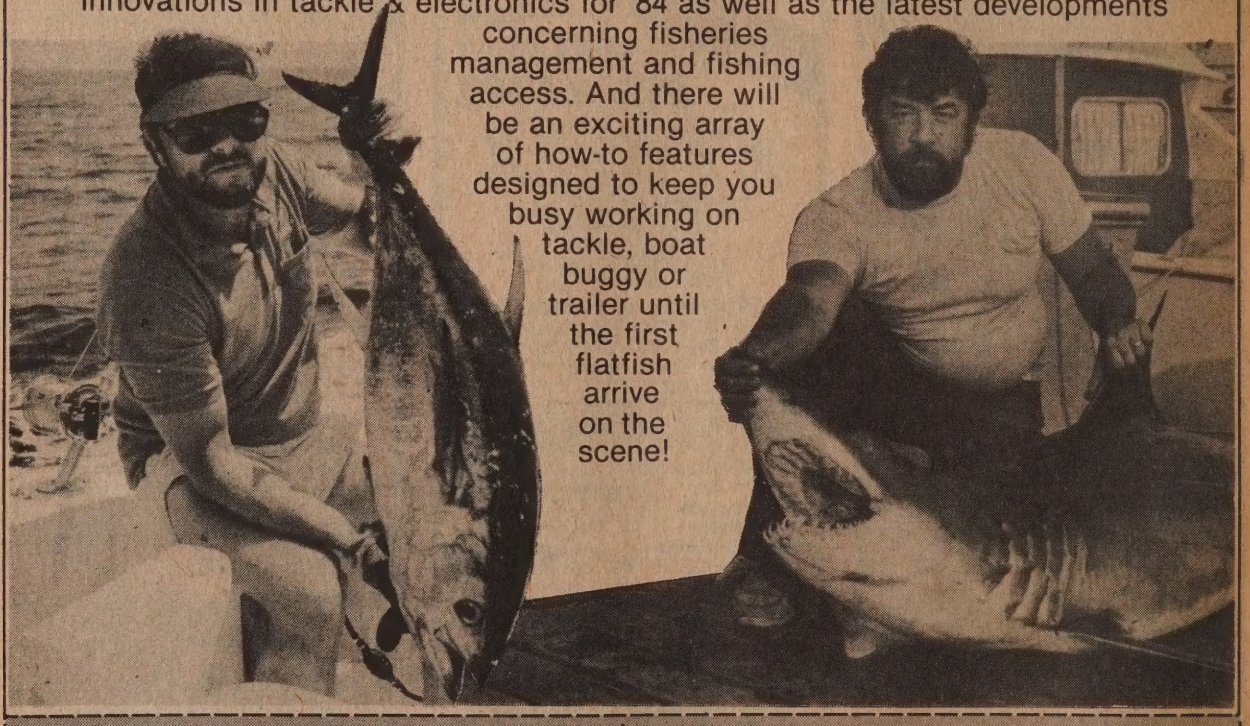

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THE Fisherman
P.O. Box 1994, Sag Harbor, N.Y. 11963

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . –0 50 is listed under "On SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	11:45	–	12:05	12:30	12:00	12:30	12:55	1:30	2:50	3:45	2:40	3:15	11:40	–	3/22
FRI.	12:10	12:35	1:00	1:30	12:55	1:25	1:50	2:35	4:00	4:55	3:40	4:20	12:05	12:35	3/23
SAT.	1:05	1:35	2:00	2:35	1:55	2:25	2:55	3:45	5:20	6:05	4:40	5:25	1:05	1:40	3/24
SUN.	2:05	2:40	3:10	3:45	2:50	3:30	4:05	4:55	6:35	7:10	5:45	6:25	2:10	2:40	3/25
MON.	3:10	3:50	4:15	4:50	3:55	4:35	5:10	5:55	7:40	8:10	6:50	7:25	3:15	3:40	3/26
TUES.	4:10	4:45	5:20	5:45	4:55	5:30	6:05	6:45	8:30	8:55	7:45	8:15	4:10	4:35	3/27
WED.	5:05	5:35	6:10	6:25	5:50	6:20	6:50	7:20	9:20	9:45	8:35	9:00	5:00	5:20	3/28
THURS.	5:50	6:15	6:50	7:05	6:35	7:00	7:30	7:55	10:05	10:20	9:20	9:40	5:45	6:00	3/29

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink River	+1 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehobeth Beach	–0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	–0 07
Mattituck Inlet	+0 05
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor entrance	–0 08
Milford Harbor	–0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	–0 03
Saugatuck River entrance	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	–0 14
Montauk Inlet	–0 25
Montauk Point, north side	–1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	–0 33
Noank, Mystic River ent.	–0 23
THAMES RIVER	
Smith Cove entrance	–0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	–0 10
Execution Light	0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rochelle	–0 24
Davids Island	–0 02

On Breakwater Harbor

CAPE MAY POINT	–0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	–1 10
Tiverton (between bridges)	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Hbr. of Refuge	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 3/22	6:00	6:15
FRI. 3/23	5:59	6:16
SAT. 3/24	5:57	6:17
SUN. 3/25	5:55	6:18
MON. 3/26	5:53	6:19
TUE. 3/27	5:52	6:21
WED. 3/28	5:50	6:22

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 3/22	–	5:26AM
FRI. 3/23	12:39PM	9:54AM
SAT. 3/24	1:40AM	10:43AM
SUN. 3/25	2:33AM	11:38AM
MON. 3/26	3:18AM	12:36AM
TUE. 3/27	3:55AM	1:36PM
WED. 3/28	4:27AM	2:37PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
3/2	3/10	3/17	3/24

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	9:20	3:10	9:50	3:35
Fri.	10:15	4:05	10:50	4:35
Sat.	11:10	5:05	11:45	5:30
Sun.	–	5:55	12:05	6:20
Mon.	12:35	6:40	12:50	7:05
Tues.	1:20	7:25	1:35	7:50
Wed.	2:05	8:10	2:20	8:30
Thurs.	2:45	8:50	3:00	9:10

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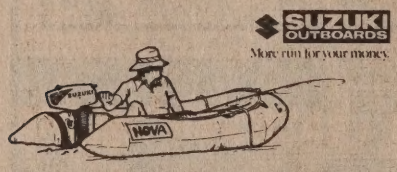

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30' 75 C.C. Tournament w/full tower, new Chrysler engs. 82. Beautiful cond. & loaded W equip. Try $41,000.
31' 73 Jersey FBSD GM 453s diesels. Less than 800 hrs. Generator. Try $30,000.
33' 72 C.C. FBSD GM Diesels rebuilt 82, cruises 21 knots, try $41,000.
33' 77 Egg Harbor FBSF twin Chryslers 830 total hrs., 6.5 KW generator, awlgrip 83. Loaded. $57,500.
36' 72 Hatteras FBSF GM 853 TI diesels, Boat incl. engines, redone '83. Come w/offer.
40' 72 Post FBSF twin Cummins 504, 7.5 KW generator. Boat in nice cond. Try $67,000.
42' 76 Post FBSF GM 671 JTs approx. 530 hrs. since new 7.5 KW generator. Just awlgriped & redecorated. Good equip. Try $136,000.
46' 76 Bertram, half tower w/full encl. 871 TIs 1600 hrs. total. Cruises 21 knots. 12 KW generator. Good electronics. Try $179,000.
46' 80 Post FBSF GM 671 TIs approx. 1100 hrs. 7.5 KW generator. Loaded w/best of equip. Mint cond. $220,000.
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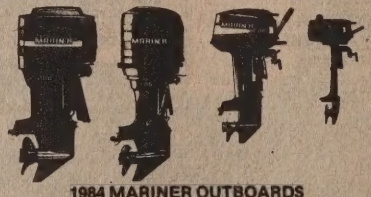
21' MAKO, T-top, outriggers, paper flasher recorder, Ritchie compass, 235 Evinrude; SST Prop, dual batt., twin cable steering. Full inst.; 4000 lb. Shoreline Trlr. Excl. cond. $14,000. 516-678-2276 Eves.



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WANTED!
19' AQUASPORT Family Fisherman 1975-78, w/or without outboard motor. Reasonable. 516-399-4622.

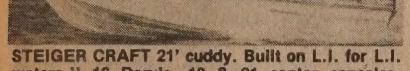
1981 RENKEN 18' B.R. Volvo Penta 125 hp, FWC, 270 outdrive. Full canvas; VHF. Highlander trailer, p/w. Many extras. Asking $5000. 516-488-1931.

SEA OX 1981, 1981 Shoreline Trailer. Many custom features. Like new; hardly used. $4395. 516-623-1639.

SCARAB Sport 30' center console fisherman. Twin 1983 200 Mercs, T-Top, K planes. Electronics avail. Float-on trailer. Magnificent. Low 30s. 203-434
8629.

1981 SILVERTON 31' Sportfish, Tw. 225 FWC. Never fished. Loaded; immaculate. 200 hrs. Days: 212-255-5454. Eves: 516-842-1294.

1981 AQUASPORT, 19' 6", 1982 115 hp Mercury O/B. Low hrs.; electronics, Ritchie compass, custom canvas, dual batt., Penn downriggers, 2 winter covers & framing. Bought new; professionally maintained. Immaculate. Days: 212-808-8820. Eves: 914-337-8304.



STEIGER CRAFT 21' cuddy. Built on L.I. for L.I. waters." 16 Dory's, 18 & 21 center consoles. STRONG'S MARINELAND, Rt. 25, Mattituck. 298-4020.

CUSTOM 27' Olsen, Ford 255 FWC. Low hrs. Red cedar hull. Mint cond. Stern tiller & controls; custom built tackle cabinet, trim tabs. Full enclosure. Perfect inshore boat. $8500. 212-815-7160 Days.

PACEMAKER 1973 26' Sportfisherman, Flybridge, dual station. Sleeps 4. VHF, DF. Fully equip. Yard maint. Asking $12,500. 516-889-1213.

18' GLASSPAR Large Bowrider; 115 hp Johnson; Shoreline Trlr; elec. winch, depth flasher. Bimini bow top, new power pack, new ignition wiring system. Compass, tach. Ready for skiing/fishing. 543-1957 After 6PM. $4600.

MUST SELL
SEA RAY 19' 6" 1973 Johnson 135 hp, blue acrylic Navy top, side curtains, backdrop, CB, compass. 1975 Highlander galv. trailer. $4$50. After 8PM: 334-4818.

MUST SELL: 1981 BOSTON WHALER 17' Montauk; 90 hp Evinrude. Recorder, DF, VHF, compass, sprayhood, flying top, sun top, side curtains, backdrop mooring cover. Shoreline trlr w/power winch. $10,500. 334-4818 After 8PM.

23' MAKO 225 I/B. Rebuilt '83 brand new - Horizon Maxi VHF. Meico Loran w/L&L, Si-Tex chart rec. Canvas, anchor winch, 2 batts. Bennett trim tabs. Boat like new. $13,000 Firm. 516-623-1349.

1982 45 hp. Chrysler O/B, elec. start, control arm. Immaculate. Used one season. $1200. Eves: 212-645-3314.

1968 BERTRAM Flybridge Sportfish. Radar fish equip.
1968 Bertram Bahia Mar, tower, twin 225. Ready to go.
1968 37' Viking, wood. Fishes well.
1955 34' Wood motor sailer.
1979 21' Cruiser, I/O.
1964 25' Trojan
1980 246 ccc Aquasport.
1979 21' MFG, I/O.
1974 36' Chris Craft Sportfish, 555 Cummins.
1970 38' Bertram Tower, Rybo chair, 2-853 GMs majored.
1981 32' Blackfin, turbo cats. Loaded.
1974 28' Luhrs Sedan, 225 Chrysler.
25' Bertram Hardtop twin I/O.
1974 Sea Ray Weekender I/O.
34' Owens Hull lobster-type, 671n, radar & Loran.
1973 30' Egg Harbor. Everything's on it; ready.
26' Bluefin, 1974. Tower; new engines.
1978 25 Black fin combi - teak, new 1982 engine. We need listings.
Call SEA JAC BROKERS, Jacksons Marina, 728-4220. Tom or Chris.

34' SPORTFISHERMAN, custom wood hull. New twin 225 hp FWC. Fully equip. for offshore fishing. Documented. Must sell. $14,000 Negotiable. 516-541-0124; 212-931-6113.

31' SILVERTON Sport Sedan, 1977. Low hrs. Recorder, VHF, RDF, 2 compasses. Bimini, swim platform, etc., etc. New upholstery. Very clean; well maintained. Asking $34,500. Days, Eves, Sat: 516-354-8707. Sun: 516-868-7115.

MERCRUISERS—427 cu. in., 325 hp, FWC, 1500 hours. Recent valve job; compl. w/transmissions, 1.5:1 reduction gear. Pair $2500. Eves: 212-222-4658.

25' BLACK FIN 1978, 270 FWC Crusader, stern tiller & controls, Loran, Lowrance white line recorder, VHF & too much more to list. Loaded; excl. cond. $27,000 Firm. 516-481-7475 Eves. 516-249-8414 Days.

1982 AQUASPORT 20' Walkaround cuddy cabin; 150 Merc., Loran, VHF, recorder, compass. Bimini; CG equip. $13,000. ERIKSENS, 516-766-3332.

1966 28' PACEMAKER, Flybridge Sportfisherman. Dinette, stove, sink, icebox, stand-up head, VHF radio, 350 Daytona I/B. Wired for 110v. Sleeps 4. New transom 1983. In water; excl. cond. $3700. 516-431-7915.

SHAMROCK KEEL DRIVE—20' & new 26' hardtop, gas or diesel; 3 models. Also Mako & Cruiser, Inc. Demo avail. SOUTH SHORE BOATS, 516-288-2400/728-0922.

8' DINGHY w/1.2 hp. Perfect for moored boats & young kids. 724-3533.

26' PACEMAKER Wahoo 10' beam, 270 Crusader C/C, cuddy, legal head. Full elec. 212-474-6422.

20' SEA CRAFT cuddy, 175 Evinrude. Full canvas; Shoreline Trlr. More. Mint. $10,500. Days: 516-798-1016.

GRADY WHITE 18' 115 hp Evinrude. Immaculate. Extras; ready to go. Must see. $4000. 6PM: 212-272-1821.

1983 21' SUCCESS, 470 Mercruiser I/O. Used 9 hrs. Excl. cond. Many extras. Galv. trailer, P/Winch, buddy bearings. $13,000. Evenings: 589-7098.

1977 ROBALO center console, 83 175 Evinrude, recorder, VHF. Bimini top. Many extras. $11,000. John, 212-444-3923.

SEA OX 170, cent. console, new, 70 hp 1984 Johnson, Bimini top, Binnacle controls. $6995. GLEN COVE MARINA, INC., 516-676-1377.

CHRYSLER OUTBOARD MOTOR CLOSE OUT. Entire dealer stock of 1984 Chrysler O/B Motors w/2-year warranty to be sold at Below dealer cost. Prices too low to print. AERO MARINE, 516-431-5061.

21' FISHING BOAT 1976 Johnson 140 hp. Fiberglass hull, wood cabin/Pilot House. Excl. shape. Extras. Will separate boat & motor. Asking $4800/best offer. Eves: 516-487-6806.

65' PARTY/CHARTER BOAT for Sale. Asking $75,000. After 5PM: 212-848-1329.

29' LUHRS SF fiberglass. New 330 hp Chrysler, VHF, CB, dig. DF. Documented comm'l fishing. 516-587-8139. Eves.

23' THUNDERBIRD cuddy cabin; cathedral hull, 160 Mercruiser I/O rebuilt 83. Depth recorder, compass, CB, outriggers, dual batt. Must sell. 516-242-3821.

17' ELTRO 65 hp Merc. w/trailer. Must see. Immaculate cond. Garaged lifetime of boat. Many extras. $3000. 516-878-8598.

'75 CHRIS CRAFT Lancer. Fiberglass cuddy; all electronics. 307 engine w/Volvo outdrive. Rigged for fishing. Many extras. Excl. cond. $7500. Eves: 516-798-1541.

516 - 581-3308

KARP MARINE AGENCY
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209 EAST BAYBERRY ROAD
ISLIP, N. Y. 11751

1968 41' Hatteras, GM 8/53s, low hrs. Tower, electronics, awigrip, mint.
1966 41' Hatteras, GM 8/53s. Loaded.
1968 30' Chris Craft Skiff, GM 4/71, 500 hrs. Mint, fast.
1982 26' Fortier, 140 hp diesel, custom
1966 26' Stamas. New Volvo diesel
1965 36' Steel Lobster/Work, GM 6/71, elect. & pots.
$976 30' Scopinich Glass Fisherman, 1982 200 Perkins, electronics. Quality Sportfish Listings Needed.

SEA OX 17'-23, CC & Walkarounds. Phoenix 27'-38'. Stamas 24'-32' cabins & walkarounds. Glassport 17'-20' Runabouts. Johnson motors, 2-235 hp. Most models in stock. You'll love our prices. Used by USCG—shouldn't you own one too? STEIN'S BOAT & MOTOR SALES, Sayville, NY. 516-567-3313.

1977 22' CRESTLINER I/O 260 hp Mercruiser. Excl. cond. 90 gal. gas tank, Loran, paper recorder, sea temp gauge, VHF, gin pole. Many, many extras. $11,300. 212-343-5226.

18' MFG Caprice 1973. Immaculate. Dry land marina entire time. 1982 Evinrude 90 hp, used one season. VHF, depth finder, new canvas, bilge pump. $4995. 516-766-6947.

1976 BERTRAM, flybridge, SF, twin F.C.W. 165 hp Merc. I/O, 389 hrs, VHF, dig. DF chart rec., flow meter, totalizer, eng. sync., electronics 1983. Four batt., batt. isolators, T/T, SW washdown, auto. anchor, pressure water, shore power. Full Bimini encl., screens, SST props 1984, 2 downriggers. Excl. cond. throughout; boat on L.I. $30,000 Firm. Only serious offers. 201-666-8974.

1982 RENKEN 21' Cuddy cabin, 120 hp, OMC. Full canvas, Porta-Potti, compass, rod holders, extras. Must sell. $9500. 212-529-0856 Eves.

Continued On Next Page

NEW 1983 C Hawk 19', 1983 Mercury 70 EL O/B, side console, non-skid floor, lights, heavy duty rub rail, controls. Last 1983 C Hawk leftover must be sold this week! $6495 complete. CLARK'S LANDING MARINA, Pt. Pleasant, NJ. 201-899-5559.

14' GLASSMASTER w/TeeNee trlr., 50 hr. Johnson motor. Extras incl. Mint cond. $1750. Eves: 516-931-0594.

1974 EGG HARBOR 30' Sportfisherman, Rblt. 225s. New tanks. Canyon rigged. Good cond. Call for specifics. $30,000. 422-4441.

25' CHRIS CRAFT Lancer, FB/SF 100 hrs. since renewed from bare hull, incl. eng. drive, tanks, steering, awlgrip. Covers, upholstery. FWC 260 hp. Many extras. Must sell. $10,500/Best Offer. 516-757-6256 Eves.

ALL 1984 EVINRUDES—Sale prices w/extended warranties. MARINELAND, Long Beach, 516-889-5000.

1981 Evinrude 90 hp. Low hrs. Stainless prop & harness. Excl. cond.; will demo. $2100. 516-536-8479 Eves.

46' 1979 POST SPORTFISH, tower, outriggers, Rybo fighting chair, tackle lockers, transom door. Whaler on fore deck w/davit & elec. winch. Good elec.; highly customized interior. Very fast & economical w/JT 6-71 TIs Supers. This yacht is in like-new cond. & might be the best buy on the market at $239,000. Call for other fine yachts. NAUTICAL SERVICE YACHT SALES, 305-848-6292.

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34' SILVERTON 1980. T/250 Chrys. FWC 390 hrs. Flo Scan fuel meter, synch, dual batt., sea water temp, SW Washdown. Micrologic Loran-C, VHF, RDF, flasher/recorder. Equip. for offshore fishing. 22' Lee outriggers, gin pole. Pompanette fighting chair; plus much more. Loc. Montauk Lk. Must sell due to relocation. $49,500. Days: 212-340-0264.

EVINRUDE CLEARANCE SALE

NEW: 2, 1983 150 hp, 25"-$4500; 1, 1983, 140 hp, 20"-$3900; 1, 1982 35 hp 15"-$1350. Used: 2, 1981, 175 hp 25"-$2900; 1, 1981 235 hp 25"-$3500; 1, 1981 35E, 15"-$950. SHELTER COVE MARINA 212-822-3054.

TOPAZ 1978 28', Twin 228, radar, Loran, recorder, VHF. Full encl. Arch. Mint. $32,000. 914-668-2843.

PRE-OWNED OUTBOARDS

All of these outboards have been taken in trade, thoroughly gone over & put into excl. cond. All come with minimum 30-day guarantee. 1975 58 hp Mercury, elec., rebuilt Jan. '84; 1978 140 hp Johnson. Exceptionally clean. 1981 225 XLPT Mercury, new power head March '84. 1982 235 hp Evinrude. New power head, 1983; 1981 200 hp Johnson. Like new. BURNETT BOAT-EL, Bay Shore, 516-968-5213.

EVINRUDE

NEW 1983 EVINRUDES 1983

2-$305; 4-$495; 7.5-$740; 9.9-$960; 15-$1060; 25-$1260; 35-$1410; 50-$2100; 60-$2250; 70-$2500; 90-$2800; 115-$3100; 140-$3800; 150-$4300; 175-$4750; 235-$4900. ELECTRA MARINE, INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere.

40' WOOD Boat modified Chris Craft, Lehman diesel 2½ gph w/electronics. Working as dive boat. $5000. Eves: 212-241-0046.

ULRICHSEN 29' Flybridge Sportfisherman, 270 FWC Crusader. Galley, head, dinette. In water. Extras. $9750. 516-587-5822.

18' GLASPAR Fiberglass Bow Rider. New full canvas. Needs OB; tilt trailer. Both excl. $1100. 212-849-1048.

BONITO 26' cuddy, 330 Mercruiser I/O, Si-Tex DF, radio, chairs, canvas, outriggers, gin pole. $22,500. 401-245-2377/7081.

Johnson OUTBOARDS

1983 GRADY-WHITE Tournament, new, w/hard top & OMC SeaDrive-$24,500.
1983 Grady White 204C, Johnson 200 hp. Mint cond. Low hrs.-$17,000.
1982 Grady White Offshore, OMC 260, Washdown pump, dual batt., VHF, DF, outriggers; 160 hrs.-$22,000.
1981 24' Grady White Offshore, '81 Johnson 235 hp, SST Prop, VHF-$19,000.
1983 Mark Twain 21' Escape, OMC 185. Every conceivable option. 10 hrs.-$19,000.
PORT OF EGYPT MARINE—"Your Johnson Outboard Dealer," Southold. 516-765-2445.

BOATING EQUIP.

RADAR, Loran, autopilots, VHF, SSB, fish recorders. Sales & service most major brands. Custom installations. MARITIME COMMUNICATIONS, INC., 377 Woodcleft Av., Freeport, NY. 516-623-4421.

FISH WELL—Solid teak top. Lists for $1571. Sell-$700. Two used Perkin 160 hp, needs parts & work. Seasan SeaFarer Radar paper recorders-several. Call bet. 9 & 10:30 AM. 728-4220.

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SI-TEX HE-356A. Comp. w/transducer. Used one season. Like new. $260. 516-676-7890. Thurs-Sat. Eves.

Power Winch, auto. anchor, windlass, w/anchor davit. Brand new; never used. $300. Days: 516-379-5487.

SMALL ELECTRONIC ACCESSORIES are now easy to find, because you know where. Replacement power cords, transducers & connectors, chart paper, equipt. covers. You name it; we probably have it. HEINE MARINE ELECTRONICS, 250 Montauk Hwy, Islip. 516-581-0194.

LORAN C, Simrad Internav 123 w/cables, coupler, instruction book. Mint cond.-$600. Depth recorder, Si-Tex HE31 w/flasher, cables, transducer, instruction book, 5 rolls refills. Mint cond.-$375. 516-354-1423. Eves: 516-775-5669.

FOR SALE: Shakespeare antennas 497 VHF-$15, 5200 CB $15, 388 CB, $15. Johnson or Evinrude starter or starter assy. for V4s, $30 ea. 12 hp Sears, Scott Atwater outboard. Best offer. 516-826-4213.

CBs, Cobra #19XS, $49. Cobra #18LTD-$59. Shipping $6. VISA, Master Amex accepted. 201-437-0402.

CARBURETORS, starters, alternators. Rebuilt on premises. Free bench check. Same day service. CRAFTSMAN, 268 Rt. 109, Farmingdale across from Republic Airport. 516-752-1259.

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COX BOAT TRAILERS—Direct factory purchase pricing: 12'-$299; 14'-$320; 15'-$350; 16'-$385; 17'-$410; 18'-$530; 20'-$685; 22'-24'-26' avail. Roller cradles, galvanizing, or brakes optional. North Jersey. 201-736-3909.

BOAT TRAILERS E/Z Loader brand. Sales, service hitches. Glen Head. Days: 516-676-5313.

DUAL STATION LORAN—Raytheon 3000 & Navtech 1000 combo. Checked out & in perfect cond. $800 for both stations. 516-728-0390.

WANTED: Used Fighting chair—Murray, Rockaway, etc. 516-728-8761.

Gemtronics Chart recorder, Model G.T.103: white line w/flasher, transducer, instruction book. Zero hours since factory service. $185. Eves: 212-324-4627.

SEAFORD MARINE "Spring Parts Bonanza"—OMC Parts, 1954-1972 only. 30% off. Volvo Penta parts 25% off. Stock items only. 3660 Ocean Ave., Seaford. 516-785-3243.

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BOAT TRAILERS FOR RENT: Single & Tandem Axle. Daily, weekly, monthly rates. Temporary & permanent hitches for Sale or Rent. BARN TRAILER SERVICE, 57-06 B'Way, Woodside, NY. 212-426-7039.

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NAVY TOP & new side curtains, stainless frame. Came off 24' 6 Aquasport, 8' beam. $100. 588-4668.

WANTED: Bimini Top & Enclosure, canvas cuddy cabin for 19' Mako. Also Helmsman steering wheel. Nights: 516-887-1825.

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ROD COMPONENTS—Tremendous inventory: blanks, seats, butts, grips, guides, tops, etc. All name brands. "Lowest possible prices." Free instructions. LON WANSER BAIT & TACKLE, 3818 Merrick Rd., Seaford, NY 11783. 516-785-1138.

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CUSTOM RODS made to order, by "Dyno Sticks." Quality workmanship. All guaranteed; low prices. 736-1294 or 422-6983.

Custom Spinning Rod 7' 6". Med. action w/650 SS Penn reel. Used 4 times. Cost $160; sell $80. 516-826-2173.

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FULLY LICENSED CAPTAIN—Water deliveries, boat/navigation instruction; charters & trips. NAVIGATION SERVICES. 516-795-4498.

74" Glass Rod; 5 stainless rollers; 4/0 Penn reel; 3.8 Grumman 2 pr. oars; nylon line, pulleys, trolling sockets. Woolrich outfit. 298-5282.

GREAT GIFT IDEA! Solid cast metal fish belt buckles. Avail. fluke, blue, striper, flounder, tuna, porgy, shark, harpoon dart. Also avail. striped bass pin. $6.95 ea. Send ck. or M.O. to: P. MILLER, 150 Babylon Tpke., Merrick, NY 11566.

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REGINA M—Now booking charters for 1984. Fast 22' Mini-Sportfisherman, CG licensed 1-3 passengers. Full elect. & all tackle. Inshore/offshore from Island Park. Inquire about reasonable rates & split charters. Beginners welcome; we'll help. Capt. Pete Mikoleski. Days: 212-306-3729. After 6PM. 212-478-4133.

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LOOKING For a foot rest Fighting chair & Fin-Nor reels. Nights: 516-728-8269.

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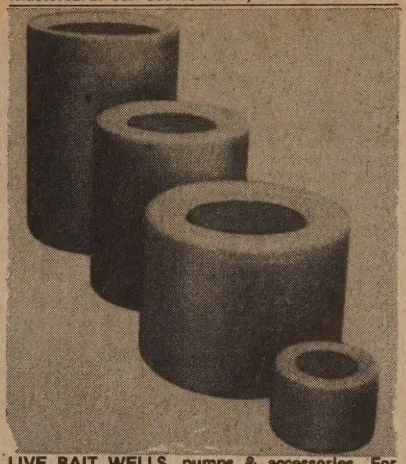

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SMOKED EELS—Always fresh; always available. Wholesale; retail. VALLEY FOOD PRODUCTS, 560 Franklin Av., Franklin Square. 516-561-6191.

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Rent Duck Key Condo. Sleeps 4. Furnished, convenient & reasonable. 516-589-7005.

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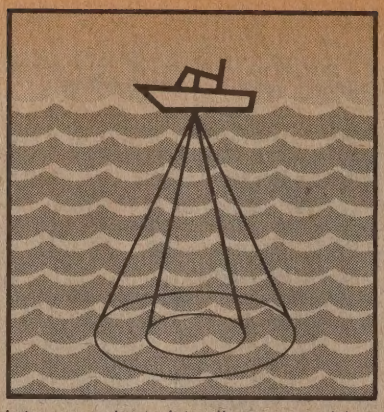
(201) 762-1288

Saltwater wonder with DUAL SEARCH and Dynamic Range Scale Expansion.

SI-TEX does it again. Innovative electronics and another versatile design. With revolutionary DUAL SEARCH action of the HE-32 MK II chart recorder you get the remarkable versatility of two cone angles in one transducer. Use the wide 36° angle to search a wide area under your boat. When you spot the fish, switch to the narrow 18° angle to pinpoint their exact location in relation to your boat. Transducer frequency of 107kHz gives sharp definition, high resolution and wide coverage. This is *the* recorder for serious anglers who fish the Great Lakes, shallow coastal waters or deep off-shore canyons. Seven depth ranges can be selected. From 0-12′ on the first scale to 1,200′ on the last. Fathom and meter scales are also available.

Dynamic Range Scale Expansion



lets you select virtually any combination of depths from zero down to 1,200′. As little as 12 feet can be expanded across the entire four-inch chart.

Bottom Lock is extremely effective in locating bottom fish in choppy water. Bottom Anywhere lets you move sea-bed contour and the fish to where you want them on the chart for best possible viewing.

Optional deep-water digital readout lets you see at a glance the precise depth beneath your boat to 999′. Readout is selectable feet, fathoms or meters. It can be used in conjunction with chart recording or independently to conserve paper.

Power is an amazing 500 watts RMS (4,000 watts peak-to-peak). Probably the most power you'll find in anything besides a commercial-grade recorder.

Other fish-finding features include: Clean Echo circuitry, tri-tone printing and electronic marker. Plus variable paper speed, pulse lengths and STC. Rugged metal case (not plastic) withstands rough saltwater environment.

For detailed information and the name of your nearest dealer, write SI-TEX, P.O. Box 6700, Clearwater, Florida 33518.